

FLIGHT

The
**AIRCRAFT
ENGINEER
&
AIRSHIPS**

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"FLIGHT" PHOTOGRAPHS.

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DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in this list:—

1927

- July 30 King's Cup Air Race, Hucknall, Nottingham.
 Aug. 1 Grosvenor Challenge Cup, Hucknall, Nottingham.
 Aug. 10-12 Navy v. R.A.F. Cricket Match.
 Aug. 20—
 Sept. 2 International Aero Exhibition, Copenhagen.
 Sept. 10 Gordon-Bennett Balloon Race, Denver, U.S.A.
 Sept. 25 Schneider Trophy Race at Venice.
 Oct. 20 Aero Golfing Soc. (Cotton Cup), Walton Heath.

EDITORIAL COMMENT.



FROM every point of view the Birmingham Air Pageant can be written down as a great success. The attendance exceeded all expectations. The events were interesting and well carried out; and, last but not least, the meeting passed off without a single mishap of any kind.

The number of people who visited the Pageant was most gratifying, and definitely showed that the interest in flying is every bit as great in the North as it is in London. In fact, probably a good deal greater, because the provinces have fewer opportunities of seeing really good flying generously staged than have the people of London and the South. To us one of the really promising features of the meeting was the participation on such a large scale by the Royal Air Force. In fact, had it not been for the R.A.F. the meeting would have been less noteworthy. This is in no way intended as a criticism of the organisation of the Pageant, which was very good. What we mean is that it is not so many years ago that such a meeting would have been an impossibility. There used to be an attitude among the heads of the R.A.F. that the Service must under no consideration take an official part in air meetings. The very idea was viewed with horror. Of recent years, however, there has been a change for the better, and the Birmingham Pageant was an example of what can be done in the way of popularising flying by permitting the R.A.F. to take part.

The object achieved is two-fold: The population of a large area of the country is interested in flying; in other words, is taught to become air-minded. This is a state the desirability of which Sir Samuel Hoare and others have repeatedly expressed. Secondly the Birmingham Club is thereby assisted in its work and afforded an opportunity for expanding. Both these desiderata are attained without interfering in the slightest with the work of the R.A.F. The service has to train and practise in any case, and thus even the cost to the tax payer, of such participation by

the R.A.F. is negligible. Altogether this side of the Birmingham show was most gratifying, and it is to be hoped that now the precedent has been established, the practice will be followed and even extended.

The King's Cup

In our Editorial comment last week we referred to the course selected for this year's King's Cup race, and pointed out that what with the relatively short "circuit" necessitated by the participation by slow machines, and the expense of organising a race around England, for instance, the King's Cup course chosen this year probably represented what was practically attainable, even if leaving something to be desired as regards giving the general public an opportunity of seeing the machines.

A correspondent has written to point out that while the question of cost is one that cannot be overlooked, the planning of this year's course appears to have had for its object the avoidance of every town and village in the section of the country over which the race is being held. Moreover, our correspondent points out that without adding either to the mileage or to the cost of organisation, it would have been possible to have chosen a second circuit different from the first two, instead of flying twice over one of the courses, as is to be done. In order to visualise the courses suggested, we publish, on p. 500 a small sketch map showing, on the right, the actual course, and on the left two alternative ones, both of which are of approximately the same mileage as the southern course of the actual race. One of the circuits suggested, it will be seen, passes from Manchester to Sheffield, in other words over the Pennines, where it would be necessary to fly at 3,000 ft. or more. That might possibly rule

out this course, which otherwise would touch several important towns. The second alternative course would touch Derby, Birmingham, Stratford-on-Avon, Buckingham, Northampton and Leicester.

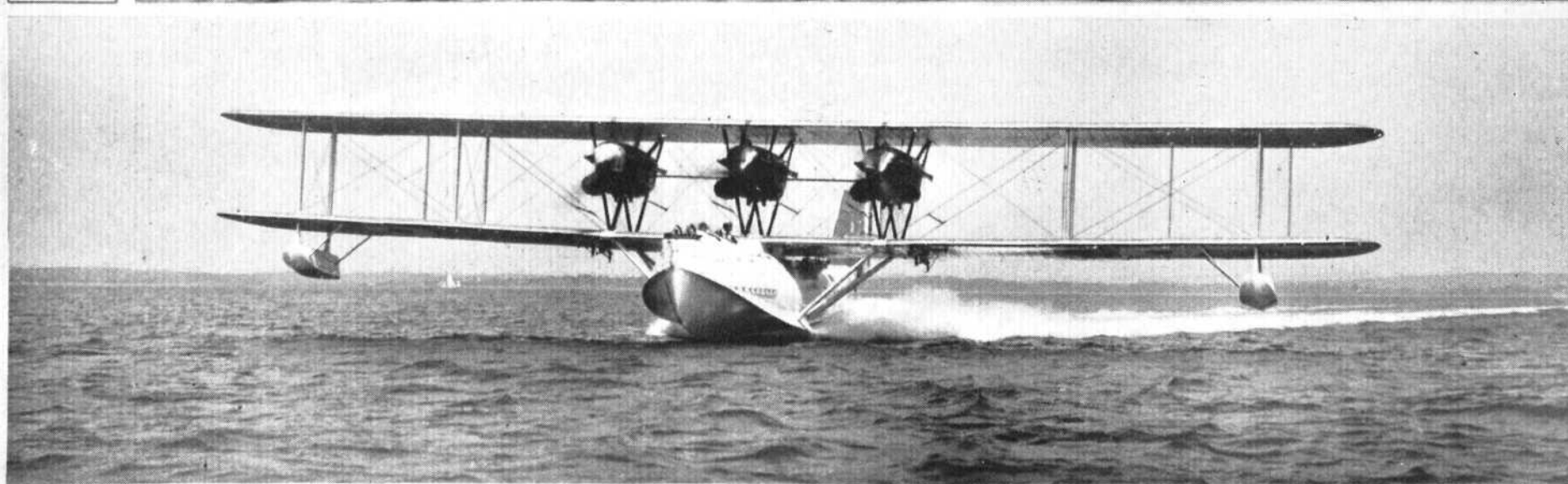
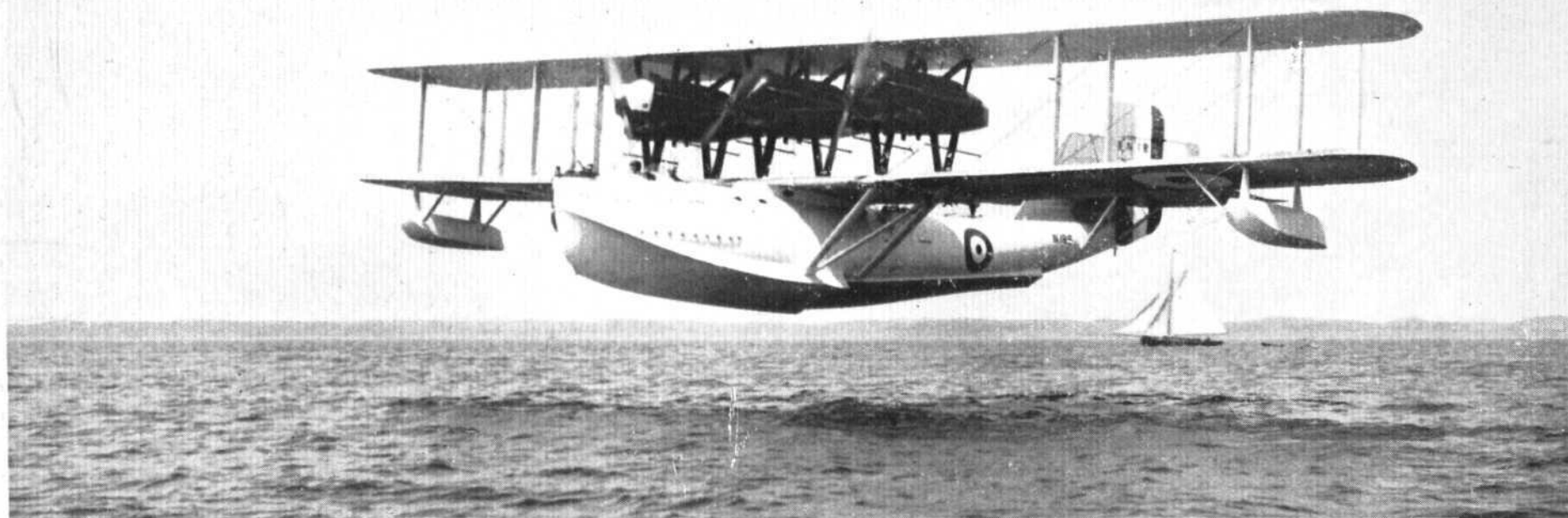
Certainly there is a good deal to be said for our correspondent's claim that the second lap of the southern course might just as well have been avoided and replaced by one of the two alternatives suggested, and it would be interesting to learn why the actual course was chosen, and whether there are objections, other than the obvious one referred to, which ruled out at any rate one third circuit. Howden, Skegness and Cranwell do not seem to be in immediate need of seeing flying, and probably arrangements could have been made for the use of large fields at such towns of the suggested alternative routes as do not possess aerodromes. In any case it would not have been essential for the machines to have alighted at all the turning points any more than it is proposed that they should do so in the actual course.

The Transatlantic Flight

It had been proposed to commence the flight to America on July 20, but as we go to press we learn that Capt. Courtney has postponed the start until July 21. Thus it is impossible for us to state in this issue whether or not Courtney has actually started. For this we must refer readers to the daily papers. Although we have expressed in these columns regret at the fact that Courtney should be making his gallant attempt on a non-British machine, we shall nevertheless be among the first to congratulate him should his attempt succeed, and we are sure our readers will join us in wishing him and his companions *bon voyage* and every possible luck.



A NEW ALL-METAL FLYING BOAT: This photograph shows the Short "Singapore" with two Rolls-Royce "Condor" engines. As the machine is a service type (reconnaissance) details may not be published, but the "Singapore," in addition to being all-metal except for the wing covering, is claimed definitely to be able to fly with one engine stopped, even when carrying full load. The freedom from water soakage attained with a metal hull increases the useful load very materially, while the anti-corrosion treatment has now been found very effective, with consequent gain in the life of a machine.



A REAL FLYING SHIP : These two views show the Saunders "Valkyrie," with three Rolls-Royce " Condor " engines, in flight and " planing." The clean running should be noted. The "Valkyrie " represents one more step towards the flying cruiser of the future.

[Photos by Ecken & Sons

THE BIRMINGHAM AIR PAGEANT

A Good Race for the Air League Challenge Cup

THE Birmingham Air Pageant, which took place at Castle Bromwich Aerodrome on Saturday, July 16, was a great success, and the organisers are to be congratulated on having provided a really enjoyable and interesting day's programme—which, in spite of very unpromising weather conditions, passed off smoothly and, as far as we could see, without a

By the time the programme was in full swing, early in the afternoon, there must have been between 80,000 and 100,000 spectators present. The 1s. enclosure, on the north side of the 'drome, which was on rising ground, forming an excellent natural "grand stand," presented a remarkable sight, being densely packed—school children being much in evidence.



[“ FLIGHT ” Photographs]

THE BIRMINGHAM AIR PAGEANT: On the left is seen a portion of the crowd in the 1/- enclosure. Various enclosures extended nearly all round the aerodrome, and about 100,000 were present. On the right are the “ Siskins ” from No. 41 Squadron in the machine park.

hitch. Everything was well organised, and the facilities for getting to and from the aerodrome were very good.

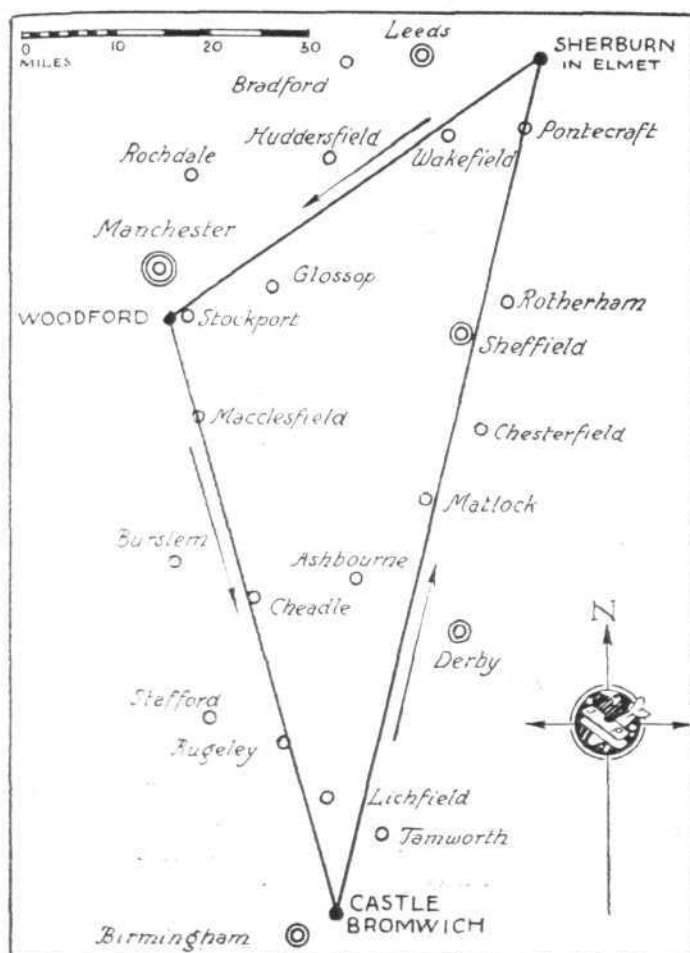
Although, from the morning onwards, the sky was overcast with dull, heavy clouds—and visibility looked none too good—large crowds assembled on the aerodrome, many coming quite early in the morning, and all the enclosures were well filled.

Large numbers of the spectators lost no time in taking the opportunity for having joy flights in the machines provided for this purpose. As soon as the aerodrome opened to the public these machines—an Imperial Airways Handley-Page air-liner, an Avro “ Lynx ” and, later on, a D.H. “ Jaguar ” (the last two provided by Armstrong Siddeley Motors, Ltd.)—

[“ FLIGHT ” Photograph]

The Birmingham Air Pageant: The Lord Mayor of Birmingham (Alderman A. H. James) and the Lady Mayoress about to emplane on the Argosy air liner “ City of Birmingham ” for a flight over the city.





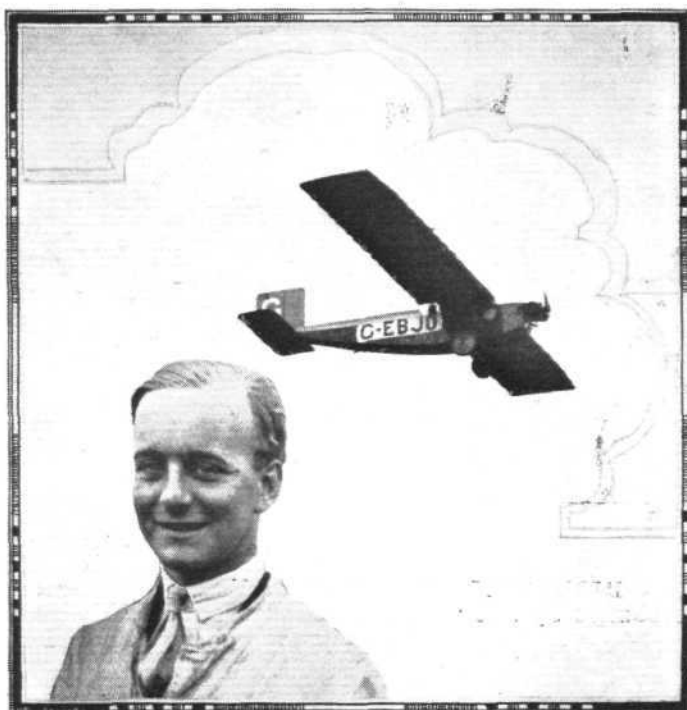
THE BIRMINGHAM AIR PAGEANT: The course, as originally planned, for the Air League Cup Race. Owing to unfavourable weather, competitors actually flew to Woodford and back only.

started taking up passengers for 10s. 6d. and 5s. flips, and continued hard at it throughout the day.

The eagerness of the crowd to go up, together with the fact that hundreds availed themselves of the facilities for viewing the machines (for which a charge of 2s. 6d. was made!), and also the keenness shown towards the various flying events, certainly demonstrated that the Midlands are "air-minded" all right.

The first event of the morning was the start for the Low-

Power Handicap race for the cup presented by the Birmingham Cinematograph Exhibitors and first, second and third prizes, of £50, £25 and £10 respectively, presented by the Birmingham Air Pageant. This race was flown, in three heats and a final, over a local course of 12½ miles. There were three starters for heat 1, as follows:—R. L. Jackson (Midland Aero Club), on D.H. "Moth" "LT"—handicap, 57 secs.; Capt. F. G. M. Sparks (London Aero Club),



[“FLIGHT” Photographs]

THE BIRMINGHAM AIR PAGEANT: The winner of the Air League Challenge Cup, Mr. Norman Jones, and his A.N.E.C. II monoplane (Bristol "Cherub II").

on D.H. "Moth" "MF"—handicap, 50 secs.; Bert Hinkler (A. V. Roe and Co., Ltd.), on Avro "Avian" "OV", scratch.

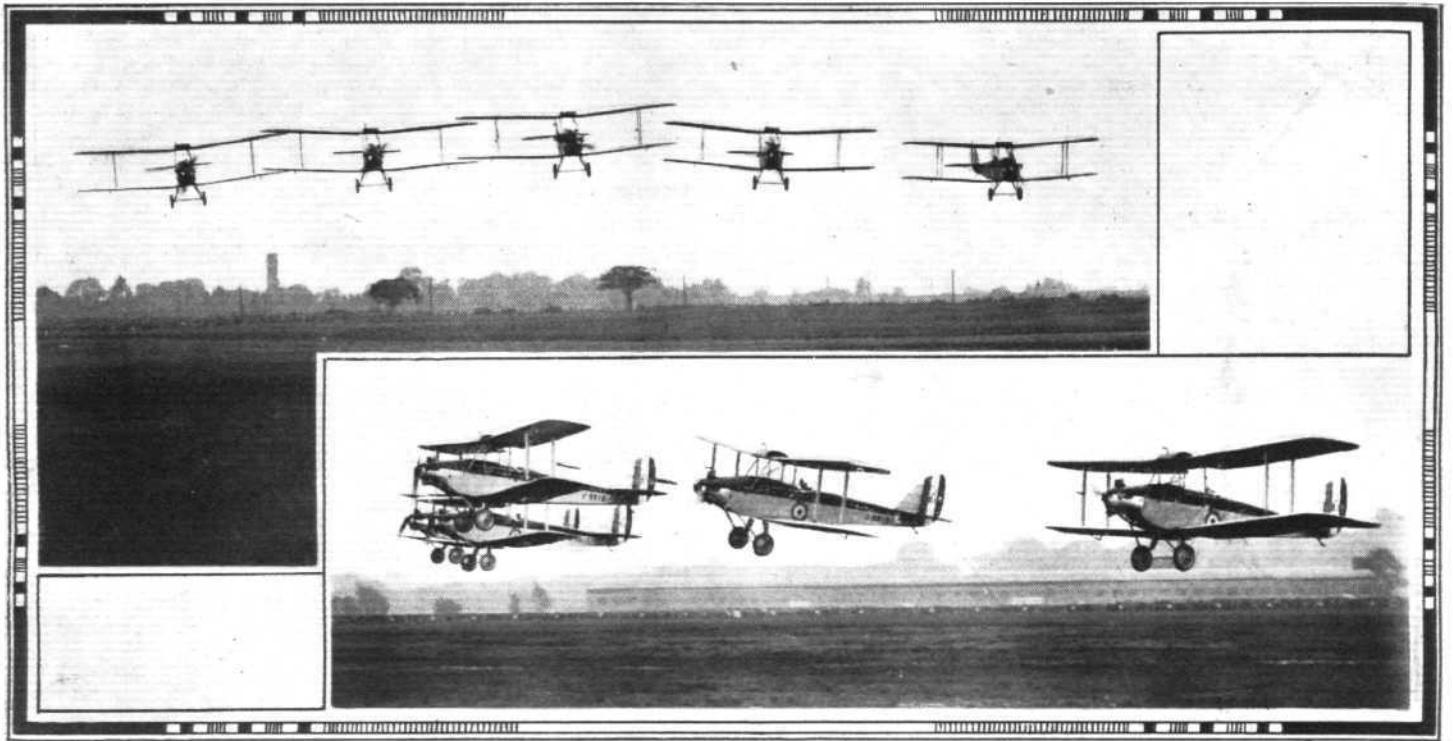
Sparks was first in this heat, completing the course in 9 mins. 23 secs., or at 83½ m.p.h., followed by Jackson, 6 secs. behind (his time being 9 mins. 29 secs., or 79½ m.p.h.). Hinkler made a gallant effort to catch up, but, in spite of his 93 m.p.h., came in third, 12 secs. behind Jackson.

The second heat produced four starters, thus: Norman Jones, on the A.N.E.C. II, "Cherub," handicap, 2 mins.



[“FLIGHT” Photographs]

ONE OF THE AIR LEAGUE CUP COMPETITORS: Mr. Cantrill (Lancashire Ae.C.) starts off for Woodford on the new Avro "Avian" ("Cirrus II").



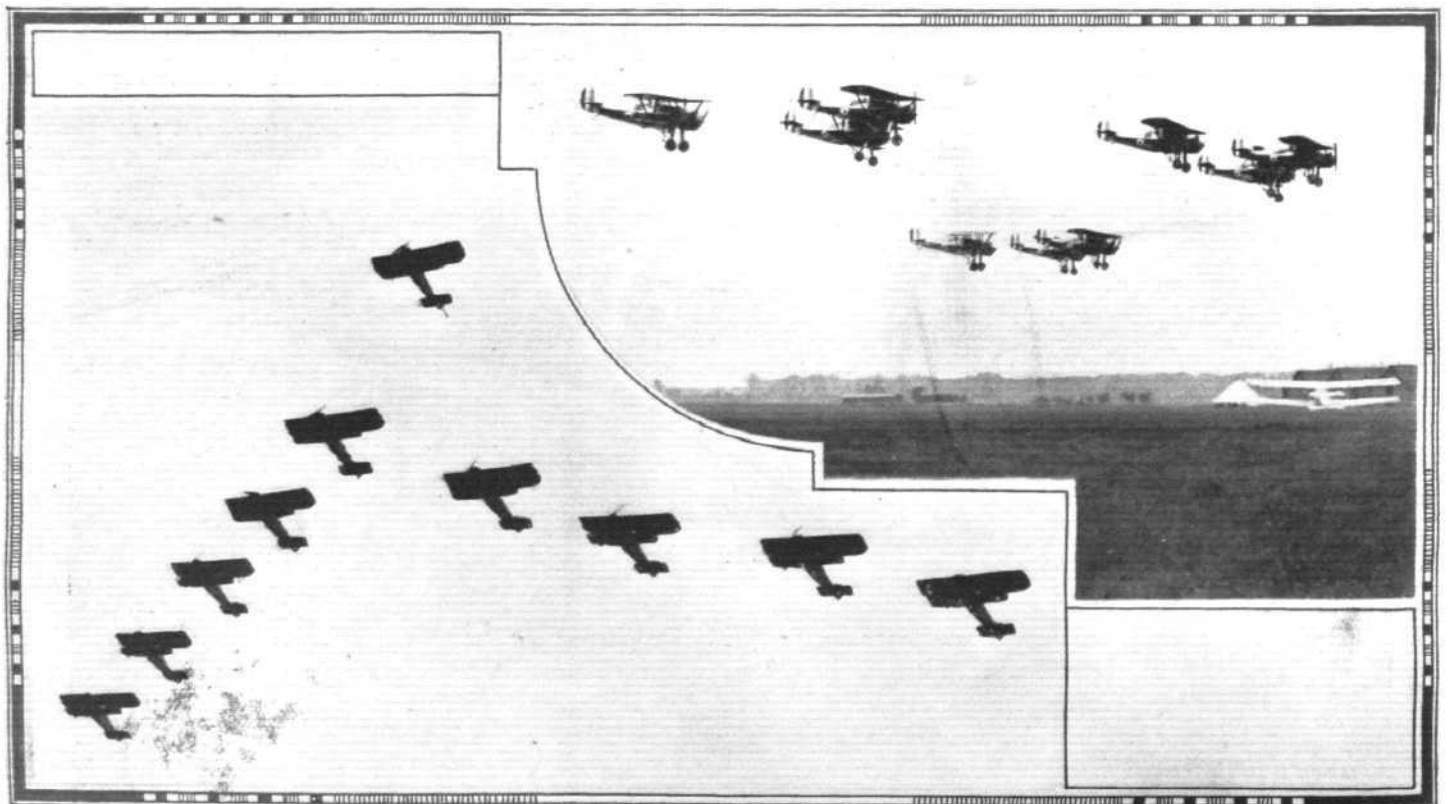
[" FLIGHT " Photographs]

THE BIRMINGHAM AIR PAGEANT : The first R.A.F. event at the Pageant was a display of simultaneous aerobatics by five "Genet-Moths" from the Central Flying School. The lower picture shows them taking off while the top picture shows how close each machine was to the other.

43 secs.; H. J. Willis (Midland Aero Club), on D.H. "Moth" LW, handicap, 1 min. 40 secs.; Lady Bailey, on D.H. "Moth" ("Cirrus II") 'PU, handicap, 37 secs.; Dudley Watt (A. V. Roe and Co., Ltd.), on Avro "Avian" 'QL, handicap, 21 secs. Lady Bailey won this heat with 10 mins. 10 secs., at 93½ m.p.h., Willis being second with 10 mins. 29 secs., at 79¾ m.p.h. Jones came in third (time, 10 mins. 42 secs., 70½ m.p.h.) and Watt fourth.

While this heat was in progress the Imperial Airways

Armstrong-Whitworth "Argosy" air-liner, which had been chartered by the Air League and named for the occasion "City of Birmingham," arrived from Croydon with a number of passengers aboard. These included Lady Cobham, Brig.-Gen. P. R. Groves (Secretary of the Air League), Mr. Geoffrey Lloyd (Air Ministry), Mrs. Haden Guest, the Hon. Elsie Mackay, etc. Sir Sefton Brancker, Director of Civil Aviation, and Mr. F. G. L. Bertram (Deputy D. of C.A.) had flown over from Croydon previously in a Vickers "Van-



[" FLIGHT " Photographs]

THE BIRMINGHAM AIR PAGEANT : Air Drill by No. 41 Squadron (Siskins) under Sq.-Ldr. F. Sowrey. In this event the Squadron repeated several of the manoeuvres they carried out to music at the R.A.F. Display at Hendon.

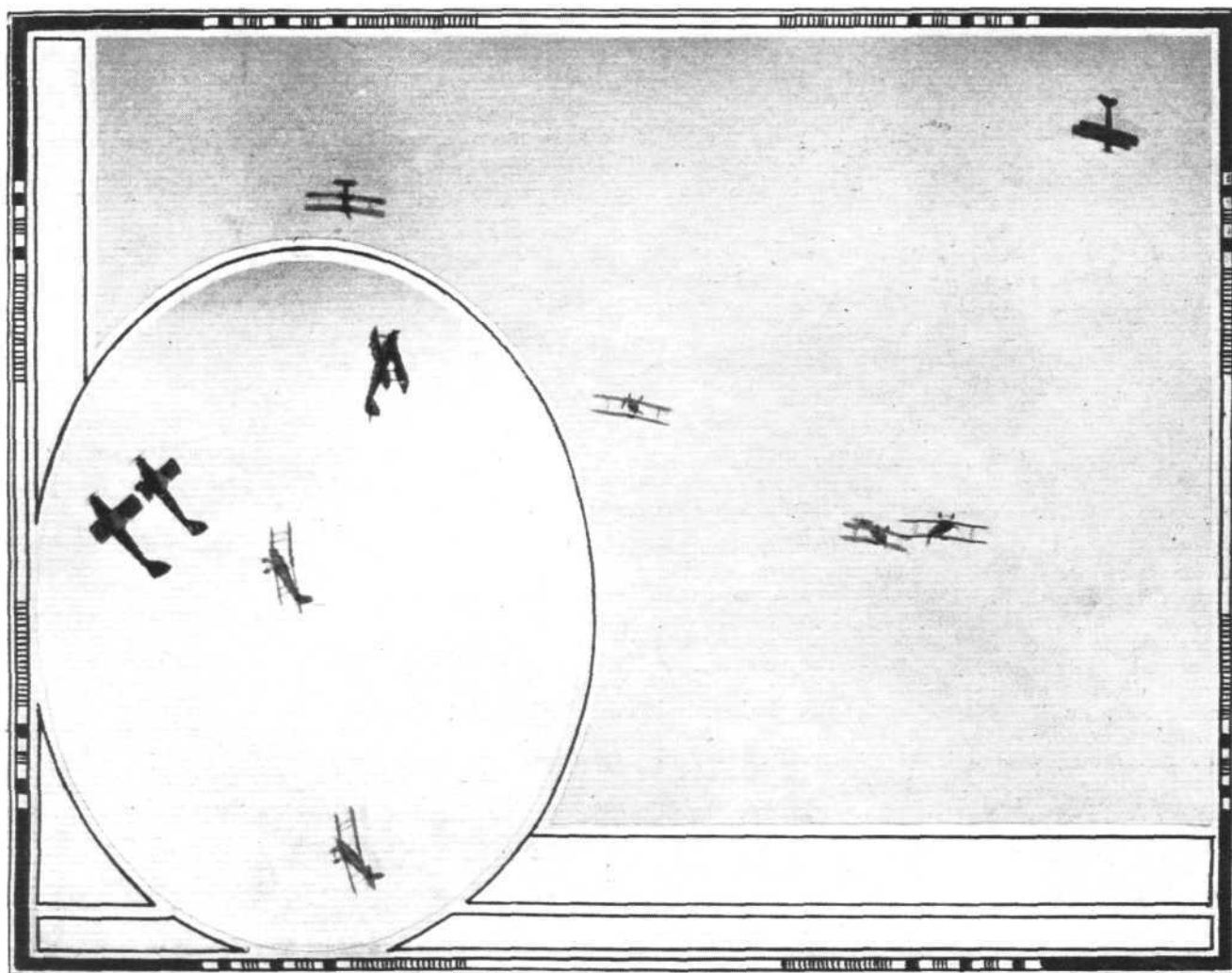
guard." The "City of Birmingham," which was piloted by Capt. F. L. Barnard, took 70 mins. to cover the 104 miles between Croydon and Castle Bromwich, and as soon as the machine landed, its passengers were received by the Lord Mayor of Birmingham, Alderman A. H. James (who was also chairman of the Pageant), and were his guests for the rest of the day. Mr. Lloyd, it may be added, handed a letter from Sir Samuel Hoare to the Lord Mayor.

Salutations having been completed, the Lord Mayor accompanied by the Lady Mayoress and a number of prominent citizens, went up for a flight in the "City of Birmingham." After flying 800 ft. above the city, Capt. Barnard took his passengers up through the clouds into bright sunlight, and then returned to the aerodrome. The machine then joined in with the passenger-carrying work.

and speeds being respectively, 9 mins. 12 secs., 92 m.p.h., and 9 mins. 17 secs., 82½ m.p.h. Mere man, represented by Willis, obtained third place with 9 mins. 22 secs., 80½ m.p.h.

It was originally intended to hold a High-Power Handicap after this race, but owing to lack of entries it had to be called off. So for the next hour or so we had to content ourselves in watching some of the air minds being aired.

At 2.30 p.m. a start was made with the Air League Cup race. As originally planned, this race—which was open to all Clubs associated with the Royal Aero Club and to machines, the total weight (empty) of which did not exceed 400 lbs.—was to have been flown over a triangular course of 198 miles, which included Sherburn-in-Elmet (near Leeds) and Woodford (near Manchester). As, however, the weather conditions were by no means favourable for low-power machines flying



["FLIGHT" Photographs]

"THE DOUBLE BUNT :" The "Genet-Moths' " turn at the Birmingham Pageant. In the large picture the "Moths" are seen turning upside down after diving—the machine on extreme right is just turning over from the dive. Inset, a simultaneous half-roll.

Meanwhile Sir Sefton Brancker set out in Bert Hinkler's "Avian" for Woodford, Manchester, where he was to open the new Club House of the Lancashire Aero Club, and where, as one of the controls in the Air League race, another little flying meeting was being held. Later in the day Sir Sefton returned to Castle Bromwich, this time in an Avro-Lynx piloted by Mr. J. F. Leeming.

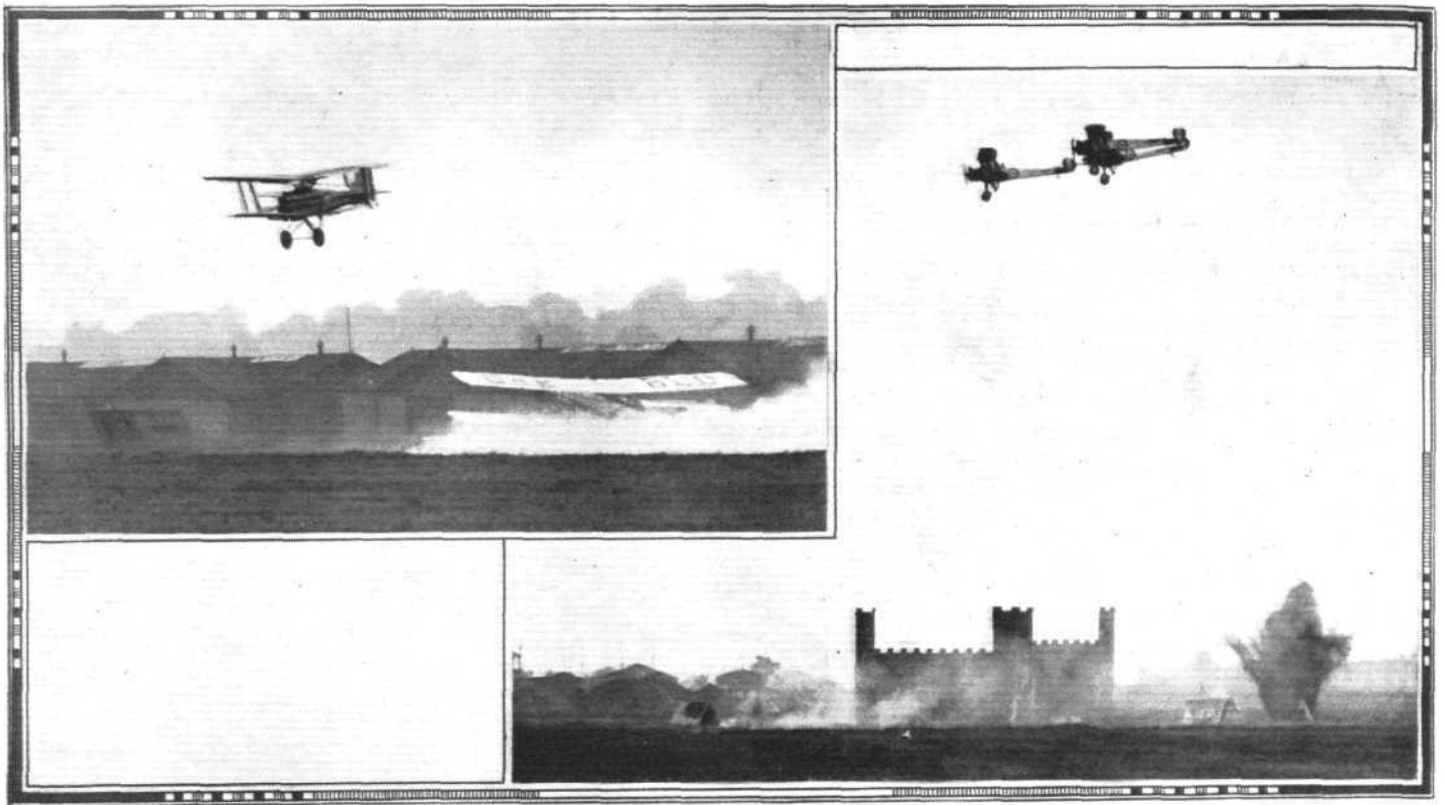
And now to resume with the Low-Power Handicap. The third heat again produced four starters, viz.:—Mrs. S. Elliott-Lynn on D.H. "Moth" 'MV, handicap, 2 mins.; Capt. A. G. Lamplough on D.H. "Moth" ("Cirrus II") 'PR, handicap, 50 secs.; J. Cantrill (Lancashire Ae.C.) on the new Avro "Avian-Cirrus II," 'RR, handicap 26 secs.; and Capt. McDonough (Midland Ae.C.) on the Westland "Widgeon III-Cirrus II," 'RL, handicap 8 secs. This heat resulted in a second win for the fair sex, Mrs. Elliott-Lynn finishing first (time, 9 mins. 8 secs., 82½ m.p.h.) with McDonough 11 secs. behind (time, 9 mins. 19 secs., 94 m.p.h.). Cantrill, on the "Avian" finished third, with 9 mins. 25 secs., 89½ m.p.h.

The final, in which the first two from each of the previous heats competed, produced a good race with an exciting finish. Here, again, the ladies were well to the fore, Lady Bailey coming in first, 5 secs. ahead of Mrs. Elliott-Lynn, their times

over the Pennines, the Leeds leg was abandoned, and a short course, to Woodford and back (116 miles) substituted. On arriving at Woodford competitors had to stop for one hour before returning to Castle Bromwich. The prizes for this race, besides the Air League Challenge Cup, were:—1st, £50, presented by Sir Charles Wakefield; 2nd, £35, and 3rd, £15, presented by the Birmingham Air Pageant Committee.

There were eight starters, who took off, according to their handicaps, as follows:—

Pilot	Entrant	Machine	Handicap mins. secs.
Norman Jones ..	Norman Jones ..	"A.N.E.C.II-Cherub" 'JO	35 30
G. Clapham ..	Yorkshire Ae. C.	D.H. "Moth-Cirrus I" 'LS	12 0
Mrs. Elliott-Lynn	Yorkshire Ae. C.	D.H. "Moth-Cirrus I" 'MV	12 0
Will Hay ..	London Ae. C. ..	D.H. "Moth-Cirrus" 'MF	12 0
E. J. Brighton ..	Midland Ae. C.	D.H. "Moth-Cirrus I" 'LW	12 0
Lady Bailey ..	London Ae. C. ..	D.H. "Moth-Cirrus II" 'PU	4 50
J. C. Cantrill ..	Lancashire Ae. C.	Avro "Avian-Cirrus II" 'RR	3 0
Flit-Lt. J. A. Gray	R.A.E. Ae. C. ..	Avro "Avian-Cirrus II" 'QN	Scratch



[“FLIGHT” Photographs]

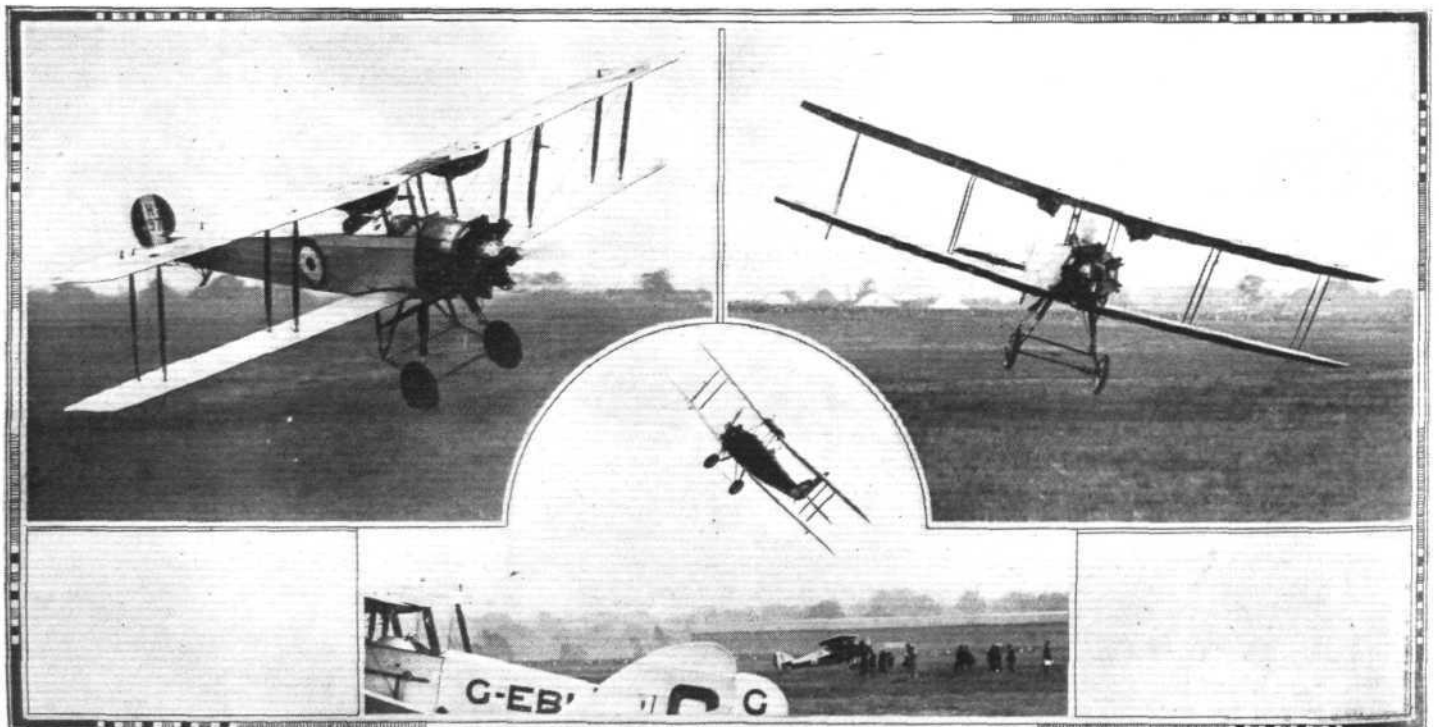
THE BIRMINGHAM AIR PAGEANT: Two more Service events. On the left, one of the “Grebes” from No. 25 Squadron “converging” on the tank in the bombing attack. Right, three Avro-Lynx “bombers” from No. 605 County of Warwick Squadron attempt to blow up an Eastern Castle Bromwich.

All eight machines got away in style and were soon out of sight. While they were forcing their way through the murky atmosphere, we at Castle Bromwich were treated to a most excellent R.A.F. Display, in which some 50 Service machines took part. Many of the popular events which were seen at Hendon on July 2 were repeated—in some cases, we thought, with distinct improvement.

Five instructors, on “Genet-Moths,” from the Central Flying School, under Flight-Lieut. D. D’A. A. Greig, D.F.C., started the ball rolling with a truly wonderful display of

simultaneous aerobatics. Flying in extremely close formation they went through a variety of evolutions, including loop-rolls, spins and the famous “double bunt.” This latter stunt, which they repeated several times, starts with a dive and then each machine turns on to its back and flies upside down, returning to normal with a half roll. It is really an extraordinary sight to see a machine turn on its back this way—let alone to see five of them doing it all at once!

Immediately this event was over the Service gave us some splendid “individual” aerobatics. These were executed by



[“FLIGHT” Photographs]

“LET’S ALL GO MAD”: Crazy Flying at the Birmingham Air Pageant was crazier than ever. On the left Flight-Lieut. F. J. Fogarty is executing a pirouette with one wheel of his Avro-Lynx actually touching the ground. We are not quite certain, but we think he is flying backwards in the right-hand picture. Below, Sq.-Ldr. J. Noakes is seen “crabbing” on a “Genet-Moth.”

two pilots from No. 32 Squadron, Flying-Officer R. H. Horniman and Sergt. Lowe, on Gloster "Gamecock-Jupiters," and two officers from No. 2 Flying Training School, Flight-Lieuts. F. J. Fogarty and H. T. Lydford, on Avros. According to the programme their machines were fitted with "mixed" engines, but from our observations it was, at times, the pilots, machines and the engines that were mixed! All four started off about the same time, and well, really, it was almost too much for one neck, one heart and one pair of eyes to stand all in one lump. Fogarty, provided with a somewhat smoother aerodrome that at Hendon, did his utmost to supply a few nice furrows and holes to make up for it. He certainly flew his Avro more on the ground than in the air. What the Birmingham worms think of his performance we cannot imagine.

His colleague, Lydford, darted about like Little Tich's famous startled fawn, looking for a clear and safe space in the air and on the ground! As for the other two, they were zooming, spinning, rolling, looping (in quarters, halves and wholes) all over the air.

While our nerves were still twitching and jiggling, some Gloster "Grebes" from No. 25 Squadron went up and gave a demonstration of converging bombing, the object of attack being a tank (it looked more like a Turkish-Bath cabinate). Here the "Grebes" swooped down on their prey from different directions, and when about 50 ft. or so away, released their bombs—no bomb sights being used. On this occasion we thought some of the shots fell rather wide, although there was one direct hit.

Having thoroughly smoked the tank, the attackers, like the Kilkenny cats, turned on each other, and started an aerial scrap. Before they had time to kill each other off, however, some of them got fed up and landed, leaving two up aloft to perform a series of twin-like aerobatics.

After this, No. 41 (Fighter) Squadron—"Siskin-Jaguar"—under Squad.-Ldr. F. Sowrey went through their display of Air Drill by Radio Telephony; at the R.A.F. Display at Hendon on July 2 they did this to music, and on this present occasion they repeated several of the evolutions, but without any music other than that from their "Jaguars." Each pilot was in radio-telephonic communication with the Squad.-Commander, who flew a little apart from the squadron, and "broadcast" his orders to them. "Here we go round the Mulberry Bush" was much appreciated—and it was certainly a very pretty sight to see the ten machines roaring round and round in an enormous circle.

Just about this time (shortly after 4 p.m.) news came along regarding the first arrivals at Woodford in the Air League Race. These were Jones, on the ANEC II, who arrived at 3 hrs. 20 mins. 23 secs.; Will Hay on "Moth" 'MF, at 3 hrs. 23 mins. 25 secs.; and Lady Bailey on "Moth" 'PU at 3 hrs. 24 mins. All the others, we heard later, had reached Woodford, in the following order:—Gray ("Avian" 'ON); Mrs. Elliott-Lynn ("Moth" 'MV); Brighton ("Moth" 'LW); Cantrill ("Avian" 'RR); and G. Clapham ("Moth" 'LS).

Meanwhile our R.A.F. Display was still in progress. Sqdn.-Ldr. J. Noakes took "Liberties" (not the engine variety) with a "Genet-Moth" and gave a demonstration of the Aerial Charleston. It is impossible to describe in words the various attitudes he got his machine into during this crazy flying—which, it will be remembered, he originated.

After this the inhabitants of El Khasra Brometta, a stately edifice located in the East (of the 'drome), became crazy also.

They rushed hither and thither in their vari-coloured garments, firing their muscatels to the accompaniment of the banging of saxaphones and the blowing of banjuleles. They had been causing trouble for some time, and so now two formations of bombers from No. 605 County of Warwick (Bombing) Squadron were approaching to serve out "pills." The first formation, consisting of three D.H.9A's led by Sqdn.-Ldr. J. A. C. Wright, dived through the bursting shells (hostile) and dropped their bombs on the castle.

Following the D.H.9A's came three Avro-Lynx "bombers" under P/O C. L. Knox, and following them came more bombs. High up over head but not taking an active part in the attack, No. 39 Squadron (D.H.9A) from Spittlegate cruised around, well out of range of hostile fire. After several attacks on the castle it was seen to be suffering considerable damage, and the natives promised not to do it again, so the operations were brought to a close.

This formed the finish of the R.A.F. section of the programme, and having done their job, and done it exceeding well, the various squadrons took off in succession and flew back to their own aerodromes.

The concluding items for the day consisted of another demonstration of crazy flying, and the finish of the Air League race. The former was put up by Capt. McDonough, Chief Instructor of the Midland Aero Club, on the D.H. "Moth" 'LT., and it was equal to any of the similar displays of this character we have seen. In fact, at times we thought friend "Mac" was the craziest of all. It was a wonderful piece of piloting.

The first competitor in the Air League race, to arrive back at Castle Bromwich was Jones, in the A.N.E.C. II, who crossed the line at about 5.10 p.m. He thus not only won first prize and the Air League Cup, but also won a silver cup (presented by the *Manchester Evening News*) and £25 (presented by the *Manchester Guardian*) for the first to arrive at Woodford. His handicap time for the return trip was 1 hr. 35 mins. 30 secs. and his speed 73½ m.p.h.

Some 6 mins. 38 secs. later, the second in crossed the line; this was Will Hay on "Moth" 'MF, who averaged 89½ m.p.h. for the trip (handicap time—1 hr. 42 mins. 8 secs.). Only 49 seconds behind came Lady Bailey, on "Moth" 'PU. She had been averaging 97½ m.p.h. and was slowly gaining on the others. Thus, the first three home were all "ab initio" pilots of the London Aeroplane Club—on which this club is to be congratulated.

All the remaining machines arrived back within the next few minutes or so—strange to say, in the same order in which they arrived at Woodford.

Although this was, practically speaking, the end of the programme, flying continued well into the evening. Auxiliary officers of No. 605, County of Warwick, Squadron gave flying demonstrations, while joy-riding continued in full swing. In this latter connection it may be of interest to note that during the day, and on the following Sunday, Capt. W. Rogers, who was piloting the Handley Page "City of Melbourne" alone carried 1,002 passengers and on two occasions he made cross-country flights with 12 and 14 passengers. On the Sunday he made, altogether, 54 landings!



At Holyrood Palace

At the Afternoon Drawing Room held by Their Majesties the King and Queen at Holyrood Palace on July 13, the following were amongst those presented to Their Majesties by Air Vice-Marshal F. Scarlett, C.B., D.S.O.:—Group Capt. A. Bigsworth, C.M.G., D.S.O., A.F.C., R.A.F., Sqdn.-Leader T. Elsdon, R.A.F., Flight-Lieut. C. Keary, R.A.F., Sqdn.-Leader J. McKelvie, A.F.C., Auxiliary A.F., Flight-Lieut. W. Mercer, R.A.F., Pilot Officer A. Miller, Auxiliary A.F., Flight-Lieut. K. Money, O.B.E., R.A.F., Flying Officer B. Reynolds, R.A.F., Flying Officer G. Scarrott, R.A.F., Flying Officer T. Usher, Auxiliary A.F., Flying Officer W. Winkler, Auxiliary A.F.

Mrs. Elliott-Lynn's Aerodrome Tour

STARTING from Manchester at 3 a.m. on July 19, in an Avro "Avian," Mrs. Elliott-Lynn commenced an "aerial survey" of Britain's landing grounds and aerodromes. During the morning's operations she landed at no fewer than thirty places, finishing at Hamble. Proceeding, she called, amongst other places, at Manston, Stag Lane, Bircham Newton and Newcastle. In all she visited over 50 aero-

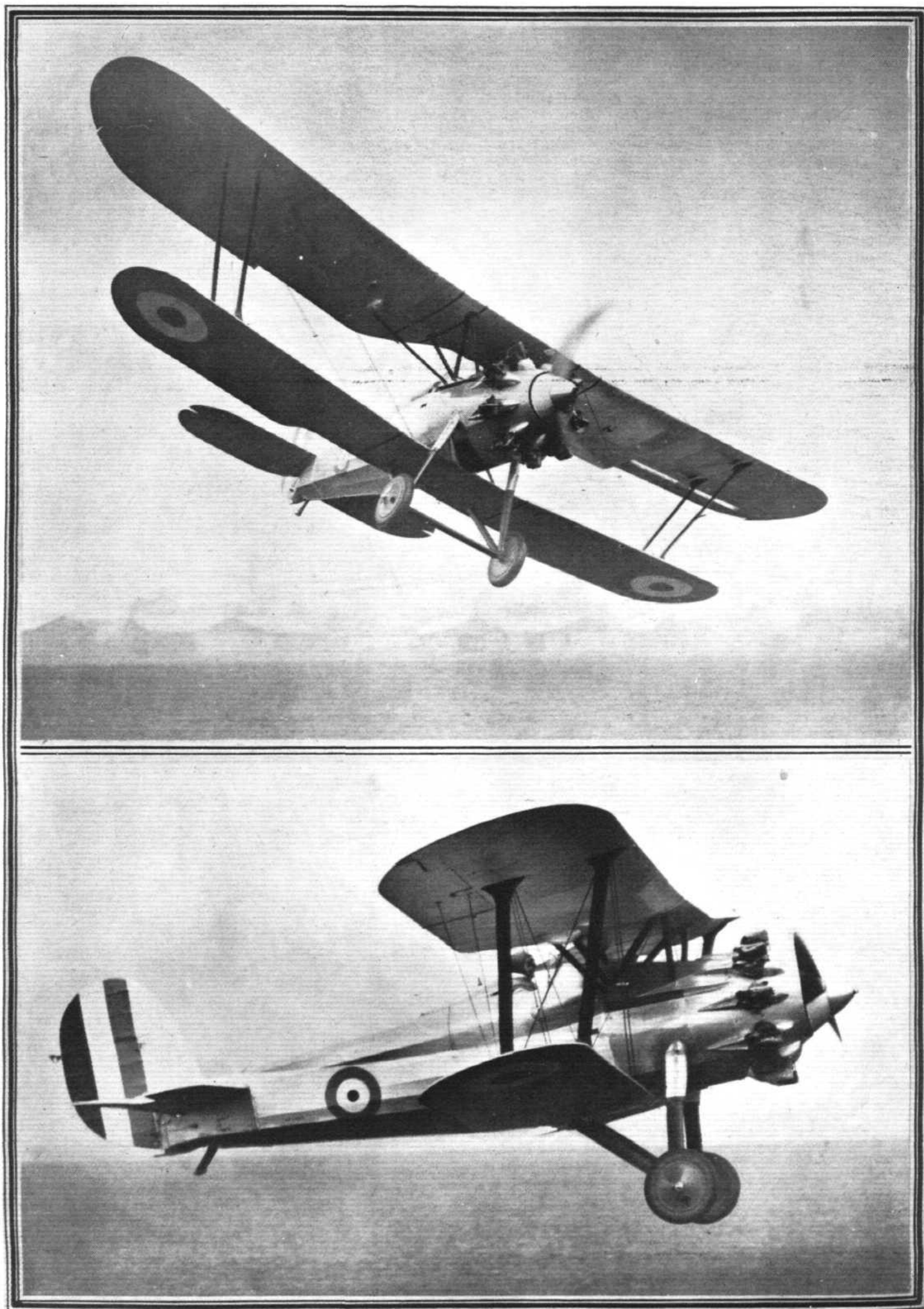
dromes and landed in about 17 other "open spaces," and covered about 1,200 miles.

New Flying Club Subsidy Scheme

SPEAKING at Woodford on Saturday, Sir Sefton Brancker referred to the impending change in the Air Ministry scheme for subsidising the Light Plane Clubs. From Aug. 1, the system will be based on "payment by results." Thus, £50 will be paid to any of the approved clubs for every new "A" or "B" licence obtained; a bonus of £10 will be given in respect of each current licensed aviator on the club list, except new certificate holders, on whose behalf the grants of £50 are made; a grant of 30s. per hour of flying, up to a maximum of 20 hours per year, will also be made.

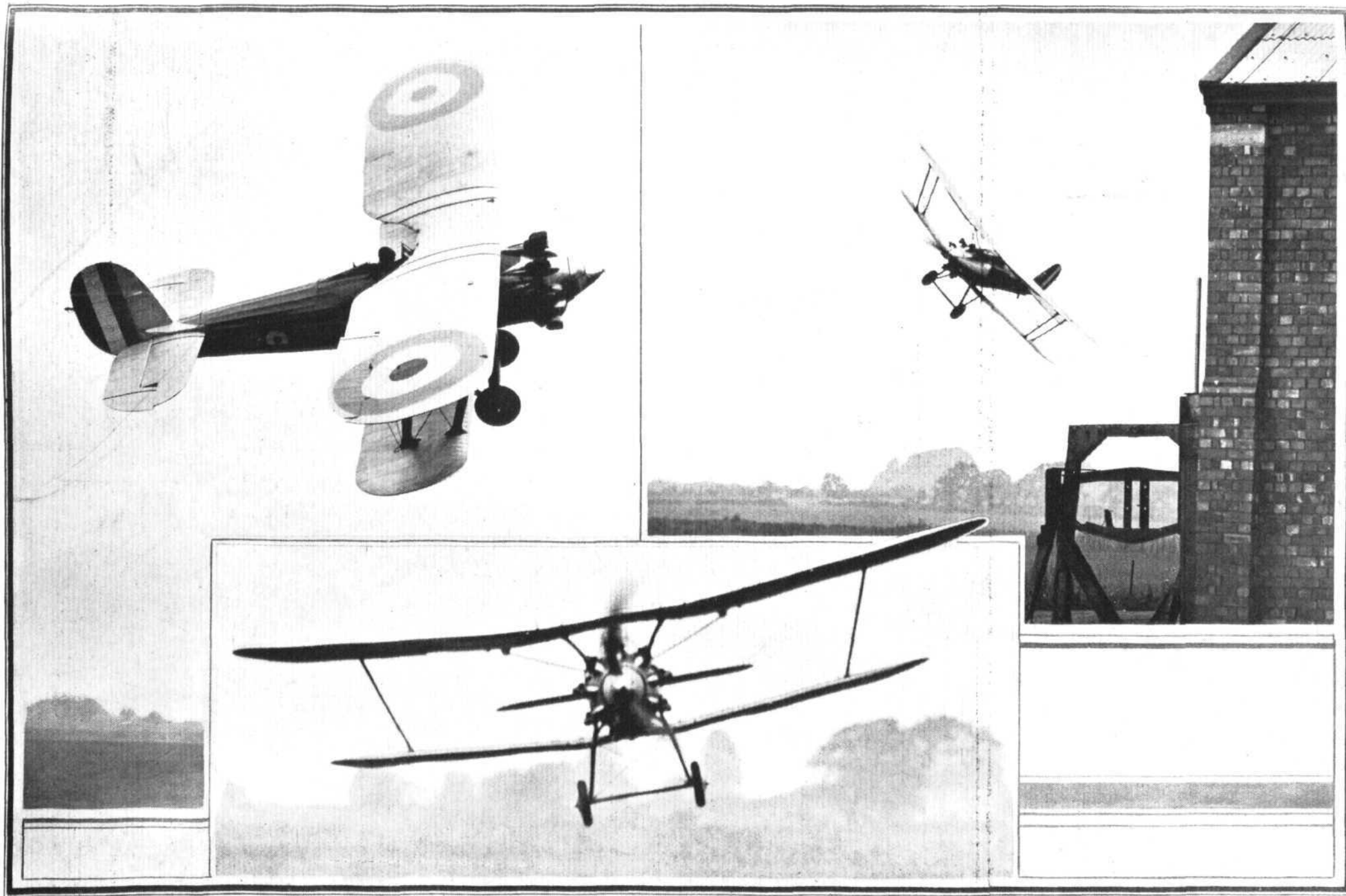
The Royal Air Force Memorial Fund

THE usual meeting of the Grants Sub-committee of the Fund was held at Iddesleigh House, on July 14. Mr. W. S. Field was in the chair, and the other members of the committee present were:—Mrs. L. M. K. Pratt-Barlow, O.B.E., Squad.-Ldr. Douglas Iron, O.B.E. The committee considered in all 14 cases, and made grants to the amount of £95 13s.



IN A HURRY : Two views of the new Bristol "Bulldog," with Bristol "Jupiter" engine. The lower photograph shows the neat engine cowling. The machine was piloted by Mr. C. F. Uwins.

["FLIGHT" Photograph



NEW ALL-BRISTOL COMBINATION. Three views of the "Bulldog" with "Jupiter" engine, a single-seater fighter of recent production. Rounding the sheds unexpectedly is one of Mr. Uwins' tricks, and is illustrated here.

["FLIGHT" Photographs]

The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

THE August Flying Meeting will take place at *Hucknall Torkard Aerodrome, near Nottingham*, on Saturday, July 30; Sunday, July 31; and Monday, August 1, 1927.

The King's Cup

The race for the Cup presented by His Majesty the King will take place on Saturday, July 30, 1927. The race will start early in the morning and competitors will be arriving and departing at short intervals throughout the day.

The course, which is approximately 540 miles, is as follows:—

First Circuit.—Hucknall (start)—Spittlegate—Huntingdon—King's Lynn—Cranwell—Hucknall, 180 miles.

Second Circuit.—Hucknall (start)—Howden—Skegness—Hucknall, 180 miles.

Third Circuit.—Hucknall (start)—Spittlegate—Huntingdon—King's Lynn—Cranwell—Hucknall, 180 miles.

The programme for Sunday, July 31, and Monday, August 1, will include Exhibition Flying, Passenger Flights, and the following races:—

The Grosvenor Challenge Cup, High Power Handicap, Low Power Handicap, Ladies' Purse, Society of British Aircraft Constructors' Challenge Cup, Private Owners' Handicap.

Members and Associates of the Royal Aero Club will be admitted free to Hucknall Torkard Aerodrome on presentation of their Membership Badges. The charge for motor-cars will be 2s. 6d.

Luncheons and teas may be obtained on the Aerodrome.

Offices: THE ROYAL AERO CLUB,
3, CLIFFORD STREET, LONDON, W. 1.

H. E. PERRIN, Secretary.

THE RACE FOR THE KING'S CUP 27 Machines Entered

FOR the race for the King's Cup, to be flown from Hucknall, near Nottingham, on Saturday, July 30, no less than 27 machines have been entered. This must be considered a distinctly satisfactory entry, although types of machines are absent which one would very much have liked to see in the race. For instance, although the Avro "Avenger" with Napier engine has been entered by Sir Kenneth Crossley, Bart., the other three machines of this class are absent: these are the Fairey "Firefly," the Gloster "Gorcock," and the Hawker "Hornbill." All four machines "were believed to be the fastest in the country," and it would have been distinctly interesting to see them fighting out a race such as that for the King's Cup. However, that is not to be.

The most powerful machine entered will be a Hawker "Horsley" with Rolls-Royce "Condor" engine. This has been entered by Mr. Sopwith, and will be piloted by Flight-Lieut. Bulman.

Of other machines of service type, *i.e.*, not commercial machines and certainly not light 'planes, mention may be made of two Vickers aeroplanes: the "Vespa" with Bristol "Jupiter," entered by Sir Trevor Dawson, Bart., and the "Vixen III" with Napier "Lion V," entered by Mr. Douglas Vickers.

A reappearance will be made in this year's King's Cup Race by the Bristol "Badminton" with Bristol "Jupiter VI" engine. This machine made its first appearance in the King's Cup race last year, in which it started scratch, but, owing to various minor troubles, it did not then get a chance of really showing what it can do. This year it is to be hoped that this interesting machine will have better luck. It is

again to be flown by Capt. F. L. Barnard, and has been entered by Sir G. Stanley White, Bart.

Two A.D.C. machines are to take part, one a D.H. 9 with "Nimbus I" engine, entered by Col. Barrett-Lennard, and the other a "Boreas" Nimbus Martinsyde, also with "Nimbus I" engine, entered by Col. Darby. This latter machine is something of an unknown quantity. Above machines exhaust the "high-power" class.

Another very interesting entry is the Avro "Avian" to be piloted by Mr. Hinkler. This machine, entered by Sir William Letts, will be fitted with one of the new Avro "Alpha" engines of round about 100 h.p. The type of engine has been flight-tested thoroughly in a 504, but this will be its first appearance as installed in an "Avian," and the combination should be very promising.

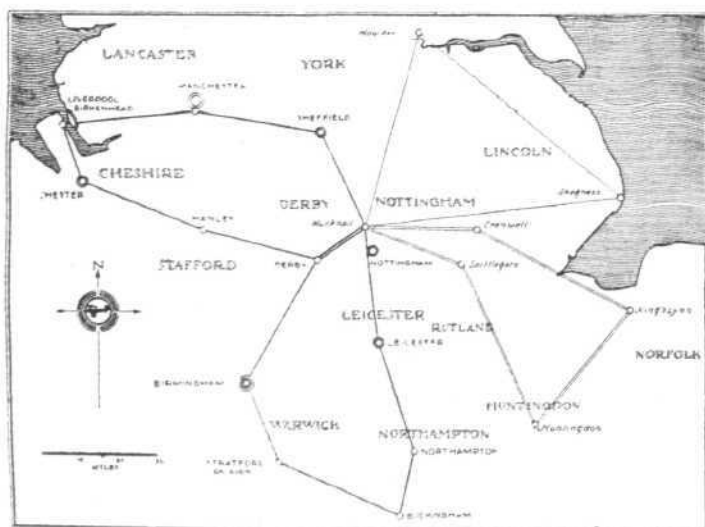
In addition to this special "Avian," three machines of the standard type and one with the new-type Hinkler undercarriage will take part in the race, making five "Avians" altogether.

As was to be expected, the de Havilland "Moth" will be well represented. But one of these will be fitted with the "Cirrus Mark I" engine. This has been entered, and will be piloted by, Mr. W. L. Hope. Two "Moths" will be of the standard type with "Cirrus II" engines; three will be of the type X, in which the "Cirrus II" has been slightly dropped, while two de Havilland machines will be the "dark horses" of the race. These have been entered by Sir Charles Wakefield and Lady Wakefield respectively, and will be piloted by Capt. Broad and Capt. C. D. Barnard respectively. The new machines are known as "Tiger Moths," and will be fitted with *de Havilland engines*! What they are, where they are, why they are, and how they are, cannot be divulged at the moment, but perhaps, if the fates be kind, these machines may come off de Havilland's private "Secret list" in time for next week's issue of *FLIGHT*.

The Westland "Widgeon III" will be represented by two machines, one fitted with the "Cirrus II" and the other with the Armstrong-Siddeley "Genet" engine. Mr. Harold Brooklyn entered and will pilot the latter, while the former has been entered by Mr. R. A. Bruce. No pilot has yet been nominated.

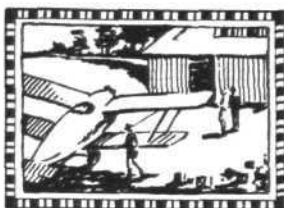
Col. the Master of Sempill is pinning his faith on the Blackburn "Bluebird II" with "Genet" engine, which he has entered and will fly in the race.

Of "slightly slighter 'planes" but three have been entered. These are the ANEC II, winner of the Air League Challenge Cup, which is entered and flown by its owner, Mr. Norman Jones; the Cranwell C.L.A. 4, entered and flown by Comper; and the Halton "Mayfly," entered by Wing-Comdr. C. Breese, and to be piloted by Flight-Lieut. Trench. All three have Bristol "Cherub" engines. The Halton "Mayfly" is probably the slowest machine in the race, and should start as limit man. The absence of the Hawker "Cygnets" is to be regretted. The R.A.E. Hawker "Cygnets" is at present undergoing some interesting modifications, and may come into the limelight soon.



Sketch map showing suggested alternative courses for King's Cup Race so as to avoid flying one circuit twice.

PRIVATE



FLYING

A Section of FLIGHT in the Interests of the Private Owner, Owner-Pilot, and Club Member

SIR JOHN RHODES' TOUR IN A "MOTH"

SIR JOHN RHODES graduated as a pilot through the London Aeroplane Club. He owns a "Moth," registered on February 19, 1926, as E.B.N.M. On June 3 last he set out from Croydon in the morning carrying a passenger, two suit cases, and a considerable quantity of maps. He reached Lympe via Folkestone in 57 mins., travelling at a speed of 76 m.p.h. Leaving here shortly after 10 a.m., he found the weather thick over the Channel, and returned to Lympe until it cleared. Eventually he made the Channel crossing and the journey to Le Bourget, 167 miles, in 2 hrs. 30 mins., this representing a speed of 67 m.p.h. After bridging the Channel, he made a landfall at Cape Griz Nez, then turned for Etaples, Abbeville, and Beauvais. The weather had been mostly overcast and dull, with a prevailing wind blowing lightly from the north-west. At Abbeville it had been necessary to circle and thus report his safe crossing of the Channel. Leaving Le Bourget, Paris, about two hours later, he steered south for Dijon, passing through Melun, Lens and Blaisy Bas on the way, and meeting an easterly wind at his destination. This concluded the first stage of the journey. The mileage covered was 414, in slightly under six hours' flying, equalling an approximate average speed of 69 m.p.h.

The Second Stage

The next day, the "Moth" set off again in dull weather, steering south-west through Chalon-sur-Saône and meeting rain as Lyons was approached, with the north-west wind still general. This distance of 110 miles took 1 hr. 19 mins., at a speed of 84 m.p.h., the highest registered during the tour. On the same day Avignon was reached via Vienne, Valence and Orange, in a northerly wind, which increased until at Avignon it was blowing at 35 m.p.h. This stage was 127 miles, and took 1 hr. 32 mins., equalling a speed of 83 m.p.h. The day's flying totalled 2 hrs. 51 mins., for a distance of 237 miles. Two days were spent at Avignon, but no charges for housing were incurred as there was no hangar. On June 6, the return flight was commenced along the same route as far as Dijon. The first stage to Lyons took 2 hrs. 15 mins., and then Dijon was reached in 1 hr. 45 mins. A further flight of 2 hrs. 23 mins. took them to Chatillon-sur-Seine after a detour through Langres, Neuilly-le-E and Richebourg. This concluded another day's flying of 375 miles in 6 hrs. 23 mins.

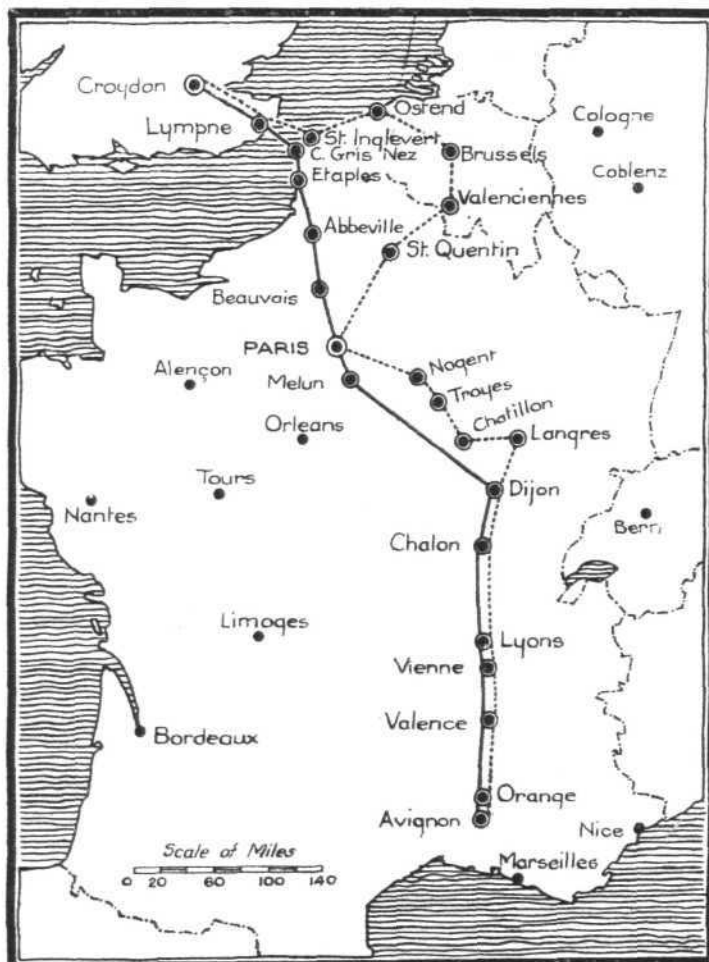
A Visit to the Capitals

From Chatillon to Le Bourget was the next day's programme, a distance of 136 miles through Troyes and Nogent-sur-Seine, completed in 2 hrs. 6 mins. Between Nogent and Le Bourget, heavy rain squalls were experienced. The following afternoon, the "Moth" headed for St. Quentin and Valenciennes, near the Belgium border, occupying 1 hr. 36 mins. for a distance of 105 miles, and towards 5 p.m. Brussels was gained. A night was spent here and Ostend reached the next afternoon via Bruges and Zeebrugge. Three days later, June 12, a direct flight to St. Inglevert, 54 miles, was made in 43 mins. The "Moth" was housed here for 13 nights, and the whole tour was finished on June 25, along the usual air route to Lympe and Croydon, the final day's flying being 1 hr. 27 mins. for 91 miles.

The Costs

Sir John Rhodes has nothing but praise for the way his machine ran during the whole trip. It had no attention except for cleaning the petrol filter, and one slight inspection. The times of departure and arrival are those when actually leaving and touching the ground. It is his practice to gain considerable height when leaving an aerodrome before actually proceeding on the flight, and this naturally pulls down

his average ground speed, which was 66.5 m.p.h., about seven miles less than his average air speed of 73 m.p.h. Many detours were made between the stages. At certain places he visited there was no hangar accommodation, so that in such cases there were no housing costs, and then at Le Bourget, the "Moth" was housed free in accordance with local regulations. He covered 1,548 miles in 23 hrs. 16 mins.' flying time. The highest speed attained between stages was 84 m.p.h., and the lowest was 55 m.p.h. Petrol consumed was 100 gallons, costing £9 10s. 11d., and 8.8 gallons of oil, costing £3 2s. 2d. Other expenses incidental to the machine



only, such as housing, customs, etc., came to £1 13s. 4d. Landing charges in France and Belgium are ridiculously small. In France, the charge is 6 cents per horse-power, that is, 3.72 francs for a "Moth." The consumption of fuel per hour was 4.30 gallons for petrol and 0.38 gallon for oil. The average distance flown on a gallon of petrol was 15.48 miles. These figures produce a cost of only 1.96d. per mile for fuel and oil; other expenses (no personal expenses included), equal 0.26d. per mile; making a total of 2.22d. per ground mile. The total running cost of the whole tour was £14 6s. 5d. This figure, representing just under 2½d. per mile, is remarkably low, and certainly one of the lowest figures yet quoted as the running expense per mile of a light aeroplane.

LIGHT 'PLANE CLUBS

London Aeroplane Club, Stag Lane, Edgware. Sec., H. E. Perrin, 3, Clifford Street, London, W.1.
Bristol and Wessex Aeroplane Club, Yate, Gloucester. Sec., C. S. Clarke, Channel Road, Walton Park, Clevedon, Somerset.
Hampshire Aeroplane Club, Hamble, Southampton. Sec., Maj. Ross White, Hamble, Southampton.
Lancashire Aero Club, Woodford, Lancs. Sec., C. J. Wood, Oakfield, Dukinfield, near Manchester.
Midland Aero Club, Castle Bromwich, Birmingham. Sec., Maj. Gilbert Dennison, 22, Villa Road, Handsworth, Birmingham.

Newcastle-upon-Tyne Aero Club, Cramlington, Northumberland. Sec., A. H. Bell, c/o The Club.
Norfolk and Norwich Aero Club, Mousehold, Norwich. Sec., H. O. Bennett, 5, Opie Street, Norwich.
The Scottish Aero Club Movement, 101, St. Vincent Street, Glasgow. Sec., Harry W. Smith.
Suffolk Aeroplane Club, Ipswich.—Secretary, Courtney N. Prentice, "Hazeldean," Stowmarket, Suffolk.
Yorkshire Aeroplane Club, Sherburn-in-Elmet, Yorks. Sec., J. F. Barnes, 39, Swan Arcade, Bradford.

LONDON AEROPLANE CLUB

THE total flying time for the week ending 16th inst. was 38 hours 20 mins. **Pilot Instructors**.—Capt. F. G. M. Sparks and Capt. S. L. F. St. Barbe.
Dual Instruction.—Lord Carlow, L. C. Davey, Miss Fletcher, R. B. Tucker, J. H. Simon, W. L. M. O'Connor, R. G. Whalley, T. W. R. Martino, G. M. Randall, L. Rowson, L. Martin, Miss Wilson, M. D. McKenzie, G. C. Bonner, J. R. De Havilland, H. M. Samuelson, H. S. Greenland, A. Pollard, Dr. F. Cook, R. Drysdale Smith, A. S. Richardson, N. Watkins, G. Black, A. B. Ferguson, H. W. Marlow, J. E. Furlong.
Solo Flying.—Miss Spooner, Miss O'Brien, W. Roche Kelly, E. T. Symmons, N. J. Hulbert, O. J. Tapper, W. Hay, R. Sanders Clark, G. Black, A. G. Store, G. C. Bonner, R. Malcolm, D. H. P. Esler, L. J. C. Mitchell, Major K. M. Beaumont, K. V. Wright, G. M. Randall, L. C. Davey, G. H. Craig, A. H. M. Lees, C. H. Swan, G. Terrell.
Passenger Flights.—Mrs. Grainger, R. Base.

Birmingham Pageant

THE London Aeroplane Club is naturally very proud of the achievements of its representatives, Lady Bailey, N. H. Jones, and Will Hay, in the race for the Air League Challenge Cup. They occupied the first three places and the London Aeroplane Club becomes the first holder of the Challenge Trophy. In addition to the Inter-Club Race, Lady Bailey won the Low Power Handicap.

The success of N. H. Jones on the A.N.E.C. was very popular. He was simply laden with Cups, and was seen giving one back to the Lord Mayor at the presentation at Castle Bromwich, under the impression that he had taken too many.

As the London Aeroplane "scoop" will be referred to in other columns of this paper, it is not proposed to say any more, except to congratulate Capt. F. G. M. Sparks on the fact that the three successful pilots were trained *ab initio* by him at the London Club.

A word of praise must be given to Major Gilbert Dennison, the Secretary of the Midland Aero Club. His organisation of the Racing Events was in every way perfect and more one cannot say.

Closing Down for Holidays

The Club will be closed down from Friday, July 29, until Monday, August 8, in order to give the staff a short holiday.

BRISTOL & WESSEX AEROPLANE CLUB

To start flying on July 28.—The Chairman, Mr. A. H. Downes-Shaw, has not been idle in following up the interest and enthusiasm aroused in Bristol by the "Air Day" organised last month by our Club.

It is now definitely announced that on the 28th of this month the Club will be in a position to start its real work, *i.e.*, providing economical facilities for flying and learning to fly to the citizens of Bristol and Wessex.

The Club will be carrying out work of real national importance in developing the air-mindedness of the general public and in building up a reserve of trained pilots.

The Headquarters will be one of the largest "Hangars" at Filton Aerodrome, on the far side from the main road, entrance to which will be made through the gate in Hays Lane.

Mr. Bartlett, a pilot of very considerable experience of flying in Australia, as well as the United Kingdom, and of instructing to the R.A.F., has been engaged as Chief Instructor, and pending the delivery of the Club's first dual control Aeroplane is now busy settling up the final details of the Aerodrome.

Both the "Parnall Pixie" and the Bristol "Brownie" so generously presented to the club are being taken over early next week, and Messrs. The De Havilland Aircraft Co., Ltd., have an order for the new X type De H. "Moth," delivery of which is promised for the 27th, so before August Bank Holiday, members who already have their certificates will be able to hire the light machines for flights, and the unskilled members can book instructional periods in the "Moth."

The Club has been very fortunate in obtaining the voluntary services of Col. Flemming as Hon. Secretary and Mr. Eric. Hopper, 30, Cornwallis Crescent, Clifton, as Hon. Assistant Secretary.

Colonel Flemming is well known to all throughout Somersetshire, and for some years has been very closely interested in the Boy Scout movement, while the Club are also to be congratulated on having as their new Vice-Chairman Colonel Douglas Robinson, whose wicket keeping when captaining Gloucestershire so many of us have admired.

Although Club flying will be in progress by the end of this month, rumour has it that shortly after the holidays an official "Grand Opening" is being organised.

The membership rules have been slightly revised, the first-class "Pilot Members" are those who wish to fly themselves or learn to fly, very cheap facilities for which are offered them on payment of £3 3s. entrance fee, and £3 3s. annual subscription. They will also be given two "friends'" badges giving free access to the aerodrome on ordinary occasions, or to the private enclosure at Pageants, etc.

The next class is for "Members" who, although not intending to fly machines themselves, wish to support the movement, are interested in the development of aviation, and perhaps would occasionally like to fly as passengers. They will pay no entrance fee, simply an annual subscription of £2 2s., and will also be provided with two friends' Badges holding the same privileges as pilot members.

The third class is for "Junior Members," for those under 21 years old. They pay 10s. 6d. entrance fee, and 10s. 6d. annual subscription, have full access to the Aerodrome and can fly as passengers at the usual Club rates.

To repeat ourselves, the Club is to carry out work of national importance, and such institutions are a necessity if our world-wide interests apart from our homes are to be safe-guarded, and as such is deserving of extensive support.

It is hoped that those who cannot assist the Club by actual donations will do so by becoming members, there are many worse ways of spending an afternoon than sitting with your friends on an aerodrome, and watching the machines going up and down, and with this in view it should be remembered that the Club will work on Saturday afternoons and Sundays.

HAMPSHIRE AEROPLANE CLUB

REPORT for week ending July 10 (*too late for last week's issue*).—Total flying time, 23 hrs. Instruction flying, 8 hrs. 40 mins.; solo flying, 10 hrs. 50 mins.; joy riding, 3 hrs.; test flights, 50 mins.

The following members had instruction:—T. F. Brewster, 1 hr. 10 mins.; A. L. Fortlage, 1 hr. 5 mins.; J. Dunning, 50 mins.; B. Whittle, 40 mins.; T. McCracken (our ground engineer), 45 mins.; M. R. Berney, 35 mins.; W. M. C. Wall, 30 mins.; Commander A. W. Hunt, 30 mins.; A. R. Mellor, 30 mins.; E. A. L. Parker, 30 mins.; W. D. Cox, 25 mins.; R. H. Chaffey, 25 mins.; A. H. Greasley, 25 mins.; Comte J. de Sibour, 25 mins.; D. A. R. Cripps, 20 mins.; W. T. J. Stanford (our assistant to McCracken), 20 mins.; Everett, 20 mins.; W. P. Courtney, 15 mins.; F. A. Kerry, 15 mins.; F. G. Molony, 15 mins.; and D. L. Rumble, 10 mins.

The soloists were Don J. de la Cierva, 2 hrs. 10 mins.; E. T. Symmons, 3 hrs. 30 mins.; Hon. H. R. Grosvenor, 1 hr. 50 mins.; V. F. Nicholson, 35 mins.; K. P. L. Bowen, 40 mins.; F. O. Southey, 35 mins.; F. Lt. A. M. Kimmins, 25 mins.; Lieut. P. D. Oliver, R.N., 20 mins.; S. Fry, 15 mins.; E. I. C. Wyllie, 15 mins.; R. H. Cooper, 10 mins.; and E. A. L. Parker, 5 mins.

The Hon. H. R. Grosvenor and Mr. E. T. Symmons passed the tests for their R.A.C. Certificates this week.

Mr. Symmons is one of our temporary members. He learned to fly at the London Club, and has spent a two weeks' holiday air-hogging at Hamble; incidentally, he demonstrated the utility of the light aeroplane this week by flying over to Selsey, where he landed on the sands in front of a friend's house, and after paying his call, he took off and returned to Hamble.

Mr. E. A. L. Parker (a former member of the Shoreham Club) made a most successful first solo on a "Moth" on Sunday.

Mr. K. P. L. Bowen has kindly consented to assist Captain Thomson by carrying joy riders, and he will be with us in the evenings and at week-ends for this purpose in future. This week-end, he carried Miss Olden and Mr. N. K. Bayne.

Mrs. Fortlage, Mr. Bayne, Mr. Macrae, Mr. Brickwood, Mr. Kingham and Mr. J. H. Brady flew with Captain Thomson; Mr. W. Clarke with E. I. C. Wyllie; Miss B. Hodges with Flight-Lieut. Kimmins and Mr. C. Jones with Lieut. Oliver.

LANCASHIRE AERO CLUB

REPORT for week ending July 16:—Total flying time 38 hrs. 25 mins., made up as follows:—

Dual, 16 hrs. 25 mins.; solo, 7 hrs. 50 mins.; joy-ride and competition flying, 13 hrs. 25 mins.; test-flights, 45 mins.

The following members had dual instruction:—

With Mr. Brown:—Messrs. Rowley, Torres, Anderson, Heys, Caldecott, Harber, Hope, Agar, Hollindrake, Linaker, Meades, Tweedale, Riley, Allett, Watson, Parker, Gerrard, Shiers, Kinsley and Miss Baerlein.

With Mr. Cantrill:—Messrs. Hollindrake, Anderson, Scholfield and Gerrard. With Mr. Scholes:—Mr. Caldecott.

The following members flew as pilots:—

Messrs. Williams, Rowley, Crosthwaite, Costa, Gattrell, Nelson, Twemlow, Ward, Lacayo, Chapman, Goodfellow, Agar, Cantrill, Scholes, Leeming.

The following had joy-rides:—

Messrs. Caldecott, Cunliffe, Bills, G. Bills, Cantrill, Riley, Dodge, Evans, Smith, Hollindrake, Leeming, Mrs. Dodge and the Misses Scott, Howarth and Shiers.

During the week Mr. Rowley made an excellent first solo, while Mr. Agar was sent solo again after a prolonged absence in the East.

Unfortunately, one misdeed most of the Club pageant through absence at Castle Bromwich, but from all accounts it was the best organised and least successful that has yet been held by the club. That is to say that the arrangements for dealing with the crowd were excellent, but the crowd unfortunately numbered very few thousands. It so happened that the event clashed with the visit of Suzanne Lenglen, the tennis match between Harvard and Yale, the international athletics contest and the biggest garden fete of the year, all much more accessible than the flying pageant. Those who attended saw some excellent flying by R.A.F. pilots on Bristol Fighters of No. 5 F.T.S., as well as by Bert Hinkler, Dudley Watt and H. A. Brown on Avians. The landing competition for club pilots ended in a popular win for Mr. Costa, while the balloon-bursting competition ended in a run-away victory for the balloons!

One offers very sincere congratulations to Major Dennison and the Midland Aero Club upon the running of their amazingly successful and well-organised meeting at Castle Bromwich; also, to the London Aeroplane Club upon their sweeping and well-deserved victories in the two races. One Sparks, a chronic bane of the handicapper's existence, must be feeling justifiably proud of his *ab initio* fledglings.

New Club-house.—The new club-house extensions, made possible by the generosity of Sir Charles Wakefield, Sir William Letts and A. V. Roe and Co., Ltd., were formally opened at a luncheon held on Saturday, and attended by a distinguished gathering, including Sir William Letts, Sir Sefton Branker and H. W. Lee, Esq., one of our new vice-presidents, all three of whom were responsible for excellent speeches in their happiest vein. The announcement of the new subsidy terms reminded one of the introduction of a new budget in the House; they were greeted with general approval and will, no doubt, be severely criticised as soon as the opposition has had time to think up a few arguments.

STOP PRESS.—One of our members, Mr. H. Hollindrake, has just bought an Avro Avian, and it is reported that the usually staid and decorous officers of the company may be seen skipping like lambs through the works and singing Hallelujahs in community. To be serious, one is very glad that the club is at last to number a private owner among its members and that he has chosen such a good machine for his mount. The only serious draw-back one knows of in the Avian is that it mostly seems to have to start from scratch in light aeroplane races, which means such a long wait on the starting line.

MIDLAND AERO CLUB LIMITED

REPORT for week ending July 16:—The total flying time was 18 hrs. 50 mins.

The following members were given dual instructions:—J. Edwards, R. Cazalet, Capt. J. E. Brewin, O. L. Richards, N. Crane, L. H. Lee, G. Aldridge. Solo:—H. J. Willis, S. H. Smith, R. L. Jackson, W. Swann, C. Fellowes, E. J. Brighton, E. R. King.

Passenger flights:—Miss Brighton, A. B. Aston, A. Merryns.

On Sunday Messrs. S. H. Smith and C. W. Fellowes successfully passed the flying tests for their Aviator's Certificate.

NEWCASTLE-UPON-TYNE AERO CLUB

REPORT for week ending July 17:—Total time 27 hrs. 5 mins. Dual with Mr. Parkinson, 9 hrs. 25 mins. "A" Pilots, 4 hrs. 55 mins. Solo training, 10 hrs. Tests, 35 mins. Joy rides with Mr. Parkinson, 2 hrs. 10 mins.

There was almost continual fog until the end of the week, and on Thursday evening, the engine of LX, the Club's only machine at present, owing to all engines being under overhaul, gave out. However, an engine was received on Friday, at midnight, and the machine flying again in the afternoon.

The following Members flew under instruction:—Messrs. Lawson (P.L.), Pargeter, Gibson, Fairless, Heaton, Maxwell, Dickinson, Thirlwell, D. Wilson. "A" Pilots:—Mr. R. N. Thompson with Mr. P. L. Lawson, Mr. Lander, and Miss Cochrane.

Mr. C. Thompson, with Mrs. Heslop, Miss Bulmer, Mr. Bulmer.

Dr. Dixon with Mr. Dixon. Mr. W. Baxter Ellis with Mrs. Ellis. Mr. Phillips with Mr. Pargeter.

Solo.—Mr. D. Wilson, Mrs. Heslop, Mr. Jewett, Mr. Pargeter, Mr. Elmes, and Mr. Turnbull.

YORKSHIRE AEROPLANE CLUB

REPORT for week ending July 16:—Total hours flown, 35 hrs. 15 mins. Total hours flown dual with Capt. Beck, 13 hrs. 15 mins. Total solo hours, 22 hrs. Tests, 10 mins.

The following took Dual Instruction:—Miss Watson, Miss Wilson, Capt. Milburn, Messrs. Fielden, Hd. Leatham, Yeomans, Brackenbury, Ellison, Williams, Hiley, Micklethwait, Crouther, Sproule, Fitton, Prestley, Lax, Brown, Wayman.

The following flew Solo:—Capt. Milburn, Messrs. Brackenbury, Mann, Wilson, Wood, Lax, Clapham, Leatham, Lax, M.B., Fielden, Birch, Wayman, Loton.

On Tuesday, Messrs. Brackenbury and Thomson took their tests for "A" Licence, which they executed with skilful precision.

We had a welcome visit from Mr. O. P. Jones en route to and returning from Edinburgh on an A.D.C. D.H. 9 on Wednesday.

Thursday witnessed us come down a peg in that G-EBNN in the hands of Mr. H. Leatham "tapped itself against the fence" on the east side of the aerodrome. Engine, fuselage, and one top plane survived—the remainder—"Junk."

On Monday next, Capt. Milburn and Capt. Beck are off to Stag Lane to collect the former's new Mark "X" Moth G-EBRZ, which will be the second Private Owners' machine to be housed in the Club hangars *pro tem*.

On Saturday we waited about in doubt till about 11 a.m. to be advised by the powers concerned whether it was deemed fit to bring the Air League Challenge Cup Race to Sherburn or not, apparently our luck was out, so we did our best to amuse the crowd with joy-rides and exhibition flying.

We were supported by the kind co-operation of Capt. Norman Blackburn's Avro, flown by Mr. Loton, and also that of Messrs. Golds and Leeding.

THE CALIFORNIA-HONOLULU FLIGHT

THE second attempt to make a non-stop flight from California to Honolulu very nearly ended in disaster. Fortunately, the first reports to come through concerning the "City of Oakland," the Travel-Air monoplane used in the second flight, proved unduly alarming, and ultimately the news was sent out that the machine had landed in a tree on the island of Molokai, damaging itself severely, but without injury to the crew. All will be sincerely glad that the two American aviators, Mr. Ernest Smith and Mr. Emory Bronte, escaped, and although they did not quite attain their goal, Honolulu, they got to the island group, and thus completed the second California-Hawaii flight.

The "City of Oakland" left Oakland, California, at 10.40 a.m. on July 14, a previous attempt to start having proved abortive. For a while all went well, and messages were received to say that the machine was progressing according to plan, although fog hindered them during the first few hundred miles.

During the following night a message was received in which Bronte stated that all was well on board, but that they were getting pretty tired. This message was followed, at 3.45 a.m. on July 15, by an S.O.S. call stating that they could not stay up much longer as they were running out of petrol. A request was made to send aircraft and tugs to latitude 28 deg. 15 mins. N, longitude 145 deg. 45 mins. W., about 700 miles north-east

of Honolulu. A number of vessels which had picked up this message and others sent out later rushed towards the spot indicated at full speed.

The next news to come through was to the effect that the two aviators had alighted on the sea 500 miles north-west of Paia. They were known to be carrying a rubber life-boat, but as the efficacy of this in the middle of the Pacific Ocean was a somewhat doubtful quantity, there was good cause for alarm.

Ultimately, it was learned that the aviators had actually succeeded in reaching the island of Molokai (where there is a leper colony), and that both were safe, although the machine was damaged. Subsequently, it was found that a defective petrol gauge, which indicated empty tanks when in point of fact there was a considerable quantity of fuel left, had been responsible for the S.O.S. calls. Just as the airmen were giving up hope, the gauge resumed work, and they were able to carry on. By the time they reached Molokai, however, the tanks really were quite dry, and a landing had to be made immediately. The aviators were taken to the house of Judge MacCorrison, and were taken, later in the day, to Honolulu in Army aeroplanes. Their trip to Molokai had lasted 25 hrs. 36 mins.

Concerning the Travel-Air monoplane and its engine little is known, but it is believed that the engine used was again the famous Wright "Whirlwind."



Opening of Seville
- Lisbon - Madrid
Air Line: H.R.H.
The Prince of
Wales descending
from the Junkers
G. 24 monoplane
belonging to the
"Union Aerea
Espaniola," on
the occasion of the
inauguration of
the new service
recently.

AIRISMS

FROM THE FOUR WINDS.

An Australian Pacific Flight

WITH the object of forestalling the U.S. proposed flight from San Francisco to Australia, Capt. Kingsford Smith, and Mr. C. Ulm—who successfully flew round Australia just recently—and Mr. Keith Anderson have sailed for America in order to complete arrangements for their attempt. They propose to use a land-monoplane as far as Honolulu, and then fit floats for the rest of the trip, which will be via Fanning Is., Phoenix Is., Samoa, Fiji, New Caledonia, Brisbane and Sydney.

Pacific Flyers Back

LIEUTS. MAITLAND and Hegenbeyer, U.S. Army, who flew from San Francisco to Honolulu in a 3-engined Fokker, arrived back in San Francisco on July 12 in the liner "Maui." Army aeroplanes greeted the liner, and large crowds, assisted by sirens, bells and whistles, gave the airmen a hearty welcome.

A Barcelona-New York Flight

A FLIGHT from Barcelona to New York is being organised by the Spanish journal "Le Publicidad." The pilot will be the well-known Spanish aviator José Canudas, and his machine will be fitted with a special 600 h.p. Hispano-Suiza engine.

The Berlin-Moscow Air Route

By an agreement between Latvia and the Derluft (German-Russian Aviation Co.) a regular through air service between Berlin, Königsberg, Riga and Moscow came into operation on July 15.

Curtiss "Condor" Tested

THE latest Curtiss battle plane, the "Condor," has just been tested at Mitchel Field, Long Island. It is an armoured biplane, fitted with two Curtiss engines, having a span of 90 ft. Besides carrying two tons of bombs it is equipped with six machine guns and has a crew of five.

Batavia-Amsterdam Flight

MR. VAN LEAR BLACK, who is flying back to Amsterdam from Batavia in a Fokker monoplane piloted by two Dutch airmen, arrived at Bamrauli, near Allahabad, from Calcutta, on July 12. They flew in terrible weather from Bangkok to Rangoon on July 10. Continuing their journey on July 13, they arrived at Karachi, and proceeded to Basra next day. A sandstorm forced them to descend, however, and they did not reach Basra until July 15.

Col. Lindbergh on Tour

COL. LINDBERGH is carrying out a three months' aerial tour of the United States, during which seventy-five cities will be visited. He will be piloting the "Spirit of St. Louis," in which he flew from New York to Paris. The object of the tour is for the promotion of interest in aviation, and it has been arranged under the auspices of the Daniel Guggenheim Fund.

A Berlin-New York Attempt

A WELL-KNOWN German pilot, Otto Koennecke, states that he intends to attempt a non-stop flight from Berlin to New York next September. From New York he will probably fly on to San Francisco, Mexico and Brazil.

New Pilot for French Atlantic Flight

THE French pilot Givon has been selected to take the place of Drouhin as pilot of the Farman machine, "Oiseau Bleu," which is to make a Paris-New York attempt.

And New Attempts

BESIDES the Farman-Givon attempt, some new French candidates for the Paris-New York flight have come forward. M. Costes hopes to have a try on a Brequet, while Lieut. Virolles and Serg Lefevre also wish to start within the next few days.

Loans for Air Lines

As a result of the great progress in air transport in the United States, the trustees of the Daniel Guggenheim Fund for the Promotion of Aeronautics have authorized equipment loans for the operation of passenger air lines in the United States. Equipment loans are and have been used extensively in the development of American railroad and street railways and the trustees of the Fund believe the same principles of financing should be applied to air transport. We hope next week to give further particulars of this plan.

Pinedo Flight Honours

IN recognition of the Marchese de Pinedo's splendid double Atlantic flight, the Italian Aero Club has presented gold medals to the Marchese, his companions and the constructors of the "Santa Maria" and its engines.

Bullion by Air

OWING to the enormous value of the consignments of bullion carried by Imperial Airways between England and the Continent the pilots and mechanics are armed with revolvers, so that they might protect their cargo against thieves in the event of a forced landing—or "High-highway-men." The pilots have instructions to call upon the protection of local police for their machines when this occurs, and the bullion has to be removed to the nearest bank unless another machine can be sent immediately to pick up the load. In a recent period of six months Imperial Airways carried £5,350,000 of precious metals, weighing over 35 tons.

A Proposed Seaplane School

As our readers are aware, we have always been firm believers in the importance of the seaplane so far as British aviation is concerned, not only on the Service side, but in the commercial sphere as well. It is, therefore, with pleasure we learn that an effort is being made to form a company, or syndicate, one of the main objects of which is the establishment of a seaplane school, or schools. The prime mover in this scheme is a well-known British pilot—one of our pioneer pilots in fact. The scheme has been approved by many of the "big" people in the aviation world, and a certain amount of spade work on the practical side has already been done. For instance, Mr. S. E. Saunders has very sportingly granted the free flying rights of the aerodrome at West Cowes, together with shed accommodation and workshop facilities, and the mooring rights in the Medina river (which includes a shed and slipway, to be constructed), for the use of the scheme. One machine is already available, and others are about to be acquired. There remains but one "item" to be completed in order to get the scheme going—adequate financial backing! The promoters have very rightly made up their mind not to start operations without really sound financial foundation—and the money so far available does not satisfy their views. Should, therefore, any of our readers feel sufficiently interested, we shall be pleased to supply further information on the matter, and place them in direct communication with the chief mover. We forgot to mention that other proposals regarding the scheme, apart from flying instruction on sea and land planes, include gliding, air taxi work, and joy riding—in connection with the latter flying rights from the foreshore of several seaside resorts have already been provisionally granted.

Gordon Bennett Balloon Race

GREAT BRITAIN will be represented in the Gordon Bennett Balloon Race, to be held in Detroit in September next, by one balloon entered by the Airship Club.

The pilots will be Squadron-Leader R. S. Booth and Captain G. F. Meager, with Flying Officer M. H. Steff as reserve.

A Dutch Squadron for Zurich Meeting

A DUTCH service squadron is to take part in the international meeting to be held at Zurich from August 12 to 21 next. The machines to be used will be Fokker types C.V and C.VI, fitted with 300 h.p. and 450 h.p. Hispano-Suiza engines. The squadron will be commanded by Capt. Steup.

Famous German Pilot Killed

ON July 15, while testing a Rohrbach machine built for the Turkish Government, the famous German pilot Paul Bäumer lost his life. He was testing the machine over the Sound in the vicinity of Copenhagen, when his machine fell into the sea and sank, Bäumer being presumed either killed or drowned. Paul Bäumer was a well-known war-time German pilot, being credited with 44 Allied machines. Of recent years he started a small aircraft factory of his own at Hamburg, where he produced such machines as the "Sausewind" and "Alsterkind," which took part in the German Rundflug in 1925.

THE ROYAL AIR FORCE

London Gazette, July 12, 1927

General Duties Branch

Flying Officer R. E. Bain is granted a permanent commn. in this rank (June 1). The following Pilot Officers are promoted to rank of Flying Officer (June 16):—C. M. Heard, V. O. Eyre, W. H. Merton, T. G. Pike, P. J. Stapleton, G. N. Pilcher, H. W. Charnock, A. R. Leslie-Melville, P. W. Lowe-Holmes, D. W. R. Ryley, A. P. Bett.

Flying Officer J. S. Newall is placed on half pay, Scale B, from June 11, 1927, to June 10, 1928, inclusive.

The following are transferred to the Reserve:—Class A—Flight-Lieut. S. L. H. Potter (July 14). Class B—Flying Officer A. C. Smith (July 14). Class C—Flight-Lieut. G. R. Hicks, D.F.C. (July 1).

R. H. S. Teek, Lieut., R. M., F/O., relinquishes his temp. commn. on return to Royal Marine duty (May 11) (substituted for *Gazette* May 24); Flying Officer (Hon. Flight-Lieut.) L. S. Ingle, M.C. (Capt., Indian Army), relinquishes his temp. commn. on return to Army duty (July 9); Flying Officer H. B. Holdway (Lieut., Wilts. Regt.), relinquishes his temp. commn. on return to Army duty (July 9).

Stores Branch

Flying Officer J. W. Hustwaite, M.B.E., is granted a permanent commn. in this rank with effect from Oct. 1, 1926, on completion of probationary service. Flying Officer E. G. Joliffe is granted a permanent commn. in this rank (July 13). Sqdn.-Leader H. T. Foxen relinquishes his short service commn. on account of ill-health and is permitted to retain his rank (June 17). Substituted for *Gazette* June 21.)

Medical Branch

J. Hill, M.B., is granted a short service commn. as Flying Officer for three years on active list with effect from June 27, and with seniority of June 27, 1926. D. Loughlin (late Capt., R.A.M.C., S.R.) is granted a short service commn. as a Flight-Lieut. for three years on active list with effect from and with seniority of June 27. Flight-Lieut. J. R. Crolius, M.B., is promoted to rank of Sqdn.-Leader (July 5). Flying Officer H. P. Sutcliffe (temp. Capt., General List, Army, Dental Surgeon), relinquishes his temp. commn. on resigning his commn. in the Army (July 6).

RESERVE OF AIR FORCE OFFICERS

General Duties Branch

The following are granted commissions in Class AA as Pilot Officers on probation:—A. C. Harper (June 27), R. D. Crofton (June 30). Pilot Officer on probation D. J. T. Haynes is confirmed in rank (July 7).

The following are transferred from Class A to Class C:—Flight-Lieut. G. B. Holmes (July 10), Flying Officer K. R. Thomas (July 12).

The following relinquish their commissions on completion of service:—Pilot Officer H. E. London (June 10), Flying Officer E. H. Du Heaume, A.F.C. (June 24). Flying Officer P. D. Baker relinquishes his commn. on account of ill-health, and is granted rank of Flight-Lieut. (July 13).

Stores Branch

The following relinquish their commissions on completion of service:—Flying Officer H. Forrest, Flying Officer F. E. C. Finzel (June 17).

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch

Wing Commander R. Leckie, D.S.O., D.S.C., D.F.C., to R.A.F. Depot, Uxbridge; 11.5.27.

Squadron Leaders: T. F. Hazell, D.S.O., M.C., D.F.C., to R.A.F. Depot, Uxbridge; 11.6.27. E. R. Whitehouse to R.A.F. Depot, Uxbridge; 10.6.27.

Flight Lieutenants: E. O'D. Crean, to R.A.F. Depot, Uxbridge, 16.6.27. D. L. Blackford, to R.A.F. Staff College, Andover, 16.6.27. R. Jope-Slade, D.S.C., to H.Q., Iraq, 1.7.27. S. M. Kinlead, D.S.O., D.S.C., D.F.C., to Marine Aircraft Experimental Estab., Felixstowe, 29.6.27. B. K. D. Robertson, A.F.C., to Home Aircraft Depot, Henlow, 24.6.27. J. S. Chick, M.C., A.F.C., to Central Flying Sch., Wittering, 22.6.27. F. H. D. Henwood, D.F.C., to No. 1 School of Tech. Training (Apprentices), Halton, 7.7.27. J. L. Kirby, to No. 9 Sqdn., Manston, instead of to No. 39 Sqdn., as previously notified, 6.7.27. G. G. H. Du Boulay, to R.A.F. Depot, Uxbridge, 16.6.27.

Flying Officers: (Hon. Flight-Lieut.) F. L. Woledge, to School of Naval Co-operation, Lee-on-Solent, 16.6.27. C. H. Schofield, to No. 16 Sqdn. Old Sarum, 21.6.27.

Pilot Officers: L. K. Mundy to R.A.F. Depot, Uxbridge, 16.6.27. The undermentioned Pilot Officers are posted to the R.A.F. Depot, Uxbridge, on appointment to short service commissions as Pilot Officers (on probation) with effect from 1.7.27:—C. P. Barker, A. S. Barry, E. S. Bateman, M. G. Bircham, R. W. P. Collings, T. J. Davidson, D. Dickson, H. W. Duffey, F. J. Dunne, M. V. Dyas, F. G. Ferrier, D. G. P. FitzPatrick, N. H. Fresson, M. G. R. Harris, T. L. Harrison, A. T. C. Hazeldine, A. D. Jones, M. R. Kelly, P. B. Manning, L. W. W. Modley, H. A. U. Munro, W. R. Monro Higgs, A. L. T. Naish, B. D. Nicholas, L. S. Rollings, A. M. Stevens, J. W. Stevens, D. I. Stewart, R. W. A. Stroud, W. P. J. Thomson, and N. E. Whalley.

Stores Branch

Flight Lieutenant A. T. Wells, to R.A.F. Depot, Uxbridge, 21.6.27.

Accountant Branch

Flying Officer W. R. Donkin, to R.A.F. General Hospital, Iraq, 8.6.27.

Medical Branch

Flight Lieutenant D. Loughlin, to Research Lab. and Med. Officers' School of Instruction, on appointment to a Short Service commn., 27.6.27.

Flying Officer J. Hill, M.B., to Research Lab. and Med. Officers' School of Instruction, on appointment to a Short Service commn., 27.6.27.

IN PARLIAMENT

Air Ministry

MR. ERNEST BROWN, on July 7, asked the Secretary of State for Air whether he is aware that a non-service man with no flying experience, whose employment prior to going to the Air Ministry had been at the Board of Education, was recently appointed to the post of Deputy-Director of Civil Aviation; whether he considers flying experience an essential qualification for such a position; and whether he will give an assurance that in filling the now vacant post of Deputy-Director of Civil Aviation in Egypt the post shall not be given to a non-service man, but to one who has actually been a flying officer?

Sir Philip Sassoon: No new appointment has recently been made to a senior post in the Directorate of Civil Aviation at the Air Ministry, but there has been a certain measure of reorganisation and redistribution of the existing staff and duties, which have been accompanied by certain changes in nomenclature. The gentleman who now holds the appointment of Deputy-Director of Civil Aviation, the duties of which are administrative rather than technical, has for some years past been one of the senior officials of the Directorate of Civil Aviation, and I consider him fully qualified to carry out the duties of his appointment. I may add that in addition to wide administrative experience he is, though not a pilot, well acquainted with the principal civil aviation routes of Europe, over many of which he has made frequent flights. As regards the last part of the question, I am not clear to what appointment the hon. Member refers, but it would appear to be one which falls within the province of the Egyptian Government and not of my Department.

Mr. Brown: Is the Under-Secretary aware that a number of service men have an idea that the policy of the Minister of Air is biased against them, and can he give us an assurance that service will not be counted against people making application for posts of this kind? Does he not think it is essential, for posts of this kind, that men should have actual experience in the air, whether civil or military, before he takes charge of a branch in which young lives are at stake?

Sir P. Sassoon: It is difficult to answer so many questions at once. This is not a new appointment, as the gentleman has been in the Air Ministry for several years, and it is only due to the reorganisation that he receives a different title.

Lieut.-Commander Kenworthy: If the person in question cannot fly, why should he have this post?

Captain Crookshank: Does re-organisation involve any reduction in administrative costs?

Sir P. Sassoon: We always hope so. And this re-organisation has been carried out with this particular object in view.

Air Worthiness Certificates

Lieut.-Commander Kenworthy asked the Secretary of State for Air if he is aware that, before a British certificate of air worthiness is issued for an aeroplane or seaplane manufactured abroad, it must be completely stripped for examination in addition to the usual tests and surveys; that this entails expense on a purchase and is sufficient to prevent effectively such purchase in nearly all cases; and whether he will consider ordering a relaxation of this regulation in order that certain types of foreign aircraft may be admitted for experimental purposes by private individuals?

Sir P. Sassoon: British certificates of airworthiness are not issued in respect

of aircraft manufactured abroad owing to the impossibility in their case of giving effect to the requirements of the Air Navigation Regulations concerning the approval of design and the inspection of workmanship and materials. The regulations, however, provide for the acceptance as valid in this country of certificates of airworthiness issued by foreign Powers, and as soon as the international minimum conditions governing the issue of certificates of airworthiness have been adopted by the International Commission for Air Navigation, such certificates issued by States who are parties to the International Air Convention will normally be rendered valid without question when the aircraft have been purchased by a British owner. Pending the adoption of these international minimum standards some physical examination of the aircraft is necessary before a foreign certificate can be rendered valid. Special permission may, however, under existing regulations, be given in certain circumstances for flight for experimental purposes in this country of foreign-built aircraft purchased by British subjects without their certificates being rendered valid.

Hendon Display and German Officers

MR. KIRKWOOD, on July 13, asked the Secretary of State for Air whether any German officers were present at the Air Force display at Hendon last Saturday week at the invitation of the Air Ministry; and, if so, how many and of what ranks?

Sir Samuel Hoare: The annual Air Force display is a public function, and, so far as my information goes, 14 German officers were present among many other officers of foreign powers. These officers visited the display on their own initiative, but were supplied with the complimentary tickets of admission which it is usual to give to any foreign officers who notify their intention of attending the display. I understand that the five senior officers were of the rank of colonel.

Air Display, Hendon

Colonel Day asked the Secretary of State for Air the number of men that took part and the number of machines used in the air pageant at Hendon on July 2, and the estimated cost; and whether any portion of this cost will be borne by the State?

Sir S. Hoare: The number of officers and airmen who took part in the display, including both those who flew and those on duty with aeroplanes, was 192 and 792 respectively; the number of machines was 158. The cost of all special arrangements and facilities for spectators at the display is met out of non-public funds; the ordinary running expense of personnel and material employed in the display is not segregated from the normal Service expenditure on training, of which it forms an integral part.

Colonel Day asked the Secretary of State for Air the number of persons that paid for admission to the air pageant held at Hendon on July 2; the net amount of money paid in admissions; the number of complimentary tickets issued; whether this pageant resulted in a profit or loss; and can he give the figures?

Sir S. Hoare: Public funds are not concerned with the proceeds of this display, but I am informed that the figures for which the hon. Member asks are not yet available, a number of agents not yet having rendered their returns. It is, however, clear that the display resulted in a most satisfactory profit, and I hope that Air Force charities will benefit very considerably.

600 VACANCIES AS R.A.F. AIRCRAFT APPRENTICES

THE Air Ministry announces:—Six hundred aircraft apprentices, between the ages of 15 and 17, are required by the Royal Air Force for entry into the Schools of Technical Training at Halton, Bucks., and at Flowerdown, near Winchester. They will be enlisted as the result of an Open Competition and of a Limited Competition, held by the Civil Service Commissioners and the Air Ministry respectively. Successful candidates will be required to complete a period of 12 (twelve) years' regular Air Force service from the age of 18, in addition to the training period. At the age of 30 they may return to civil life or may be permitted to re-engage to complete time for pension.

Full information regarding the aircraft apprentice scheme, which offers a good opportunity to well-educated boys, of obtaining a three years' apprentice course of a high standard and of following an interesting technical career, can be obtained on application to the Royal Air Force, Gwydyr House, Whitehall, London, S.W.1.

Approximately, 4,000 aircraft apprentices have already completed their training at the technical schools of the Air Force, and the annual output is now in the neighbourhood of 1,000 fully-trained aircraftmen.

The Open Competition, for which a fee of 5s. is charged, is open generally to boys within the age limits who forward completed application forms to the Secretary, Civil Service Commission, Burlington Gardens, London, W.1, not later than September 1. The sons of officers, warrant officers, and senior N.C.O.'s of the three services receive special consideration. In their case, applications for nomination should be made to the Secretary, Air Ministry, Kingsway, London, W.C.2, not later than August 11.

All candidates for the Limited Competition must receive a nomination before they can attend this examination. These nominations must be received by the Air Ministry from the nominating authorities not later than October 4. If they are still at school, candidates should apply to their headmaster with a view to obtaining a nomination from the Local Education Authorities; if they have left school, application can be made either to the Local Education Authority or to the Advisory Committee for Juvenile Employment in their area. There is no fee for this examination, which is carried out at local centres in each area where boys are nominated.

The principal trades open to boys are metal fitter (aero-engine) and wireless operator-mechanic. The apprentices are given a thorough training in their trade by highly-qualified technical instructors and their general education is also carried on simultaneously by a staff of graduate teachers.

During the training period, the rate of pay is 7s. a week for the first two years and 10s. 6d. a week thereafter until the apprentice has both attained the age of 18 and been posted to a unit on completing his training. When he is posted to a unit for duty as an aircraftman, the rate of pay varies from 3s. 3d. to 5s. 6d. per day according to the success attained in the passing out examination. He also receives free board and lodging. In addition, a few apprentices of special promise proceed to the Royal Air Force Cadet College for training with a view to becoming Commissioned Officers.

For the remainder, opportunities arise later to volunteer to qualify in flying and become airman pilots. Selection to the number of about 60 is made annually from volunteers of all trades. From amongst airman pilots a few are periodically selected for commissioned rank.

AIR MINISTRY NOTICES

System of Transmission by wireless telegraphy from and to Aircraft.

1. As a trial measure, the following procedure will be put into force as from the date of publication of this Notice:—

2. Aircraft fitted with W/T apparatus will transmit by means of modulated continuous waves when making an initial call to a ground station employed on aircraft services, but once communication has been established, unmodulated continuous waves will be employed for transmission from the aircraft.

3. Ground stations employed on aircraft services will transmit by means of unmodulated continuous waves at all times when communicating with aircraft fitted with W/T apparatus, whether in reply to an initial call from an aircraft, or when making an initial call to an aircraft, or subsequently in either of the above cases.

(No. 56 of 1927.)

Transmission by W/T of Urgent Notices to Airmen

As from July 18, 1927, urgent Notices to Airmen will be broadcast, when requisite, from Air Ministry W/T Station (call sign GFK) on a wave-length of 1400 metres, instead of being broadcast as formerly, from Air Ministry W/T Station (call sign GFA) at the end of a routine synoptic transmission on a wave-length of 4100 metres.

(No. 57 of 1927.)

PUBLICATIONS RECEIVED

Navigational Wireless. By S. H. Long. Chapman and Hall, Ltd., 11, Henrietta Street, Covent Garden, W.C.2. Price 12s. 6d. net.

A Manual of Rigging for Aircraft. Air Publication 1107. H.M. Stationery Office, Kingsway, London, W.C.2. Price 2s. net.

IMPORTS AND EXPORTS, 1926-1927

AEROPLANES, airships, balloons and parts thereof (not shown separately before 1910).

For 1910 and 1911 figures see FLIGHT for January 25, 1912.

For 1912 and 1913, see FLIGHT for January 17, 1914.

For 1914, see FLIGHT for January 15, 1915, and so on yearly, the figures for 1926 being given in FLIGHT, January 20, 1927.

	Imports.		Exports.		Re-Exports.	
	1926.	1927.	1926.	1927.	1926.	1927.
Jan. ..	£ 494	£ 1,850	£ 130,049	£ 49,021	£ —	£ —
Feb. ..	2,089	679	40,416	63,080	6,341	—
Mar. ..	1,001	7,087	92,840	106,478	9,758	2,270
Apr. ..	536	822	160,832	71,190	5,051	785
May ..	342	1,258	118,539	82,708	—	640
June ..	24,866	1,249	66,111	149,907	150	162
	29,328	12,945	608,787	522,384	21,300	3,857

ELECTRICAL EQUIPMENT FOR R.100

AN interesting contract for the complete electrical equipment of the new giant dirigible R.100, which is being built at North Howden, Yorkshire, by the Airship Guarantee Co., Ltd., has been placed with the Metropolitan-Vickers Electrical Co. The R.100 will have a capacity of 5,000,000 cub. ft. of gas, and accommodation will be provided for 100 passengers and 50 crew.

The electrical equipment is to provide a service for compartment and navigation lighting, compartment heating, cooking and water heating, and wireless signalling. A direct-current system has been adopted and a special scheme has been worked out by the Metropolitan-Vickers Electrical Co. to meet the unusual requirements, in which considerations of safety and minimum weight of apparatus are of paramount importance.

In order to reduce weight to a minimum, the whole system has been designed to utilise equipment of the smallest possible size and weight combined with the highest possible efficiency. A careful study of the requirements has shown that the necessary services can be maintained by a 25-kw. supply, and two generators of this total capacity are to be installed in the machinery cars, where they will be driven by the small petrol engines which are used for starting the main driving engines of the ship. Casings of apparatus and most of the fittings throughout the ship will be of light alloys, while for the wiring system a cable with conductor and armouring sheath both of aluminium, specially manufactured by Messrs. Glovers, Ltd., will be used.

Safety features include a special protective system, which not only safeguards against damage to the equipment by overload or short circuit, but also ensures that open sparking cannot be produced by any fault on the line. The special construction of the wiring cable contributes to this protection. The armouring of the cable is strong, yet capable of considerable extension, so that in the event of undue strain the conductor will break first and the armouring will compress round the point of fracture, thus preventing any external spark. Flame-proof casings will be used for all apparatus and fittings.

NEW COMPANY REGISTERED

L. J. SKY-TRIPS, LTD., 41, Baronsmere Road, East Finchley, N.12. Capital £100, in 5s. shares. Objects: to carry out all kinds of aerial transport of passengers, mails, etc. The first directors: L. A. Lewis and L. Jackson.

AERONAUTICAL PATENT SPECIFICATIONS

(Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.)

APPLIED FOR IN 1926

Published July 21, 1927

- 2,156. J. DE LA CIERVA. Aircraft with rotative wings. (272,974.)
- 7,950. ARMSTRONG SIDDELEY MOTORS, LTD., and S. M. VIALE. Crank-cases of radial-cylinder i.c. engines. (272,995.)
- 9,916. F. W. BARK. Superchargers. (273,042.)
- 21,037. A. O. JESSEN. Apparatus for use in navigation of aircraft. (273,117.)
- 28,242. B. G. TEXTILWERKE GES. Balloon material. (263,761.)
- 28,584. J. PASCHING. Parachute devices for aircraft. (273,146.)
- 30,664. DORNIER METALLBAUTEN GES. and C. DORNIER. Aeroplanes, etc. (264,801.)

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- 3,896. A. ROHRBACH. Seaplanes. (265,987.)

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